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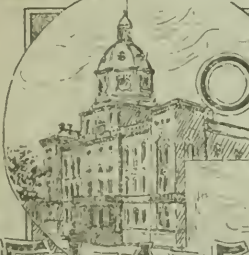


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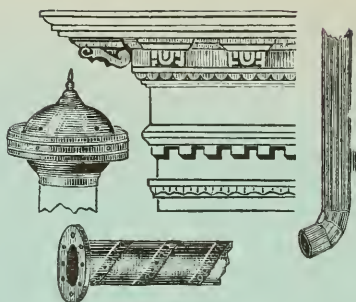
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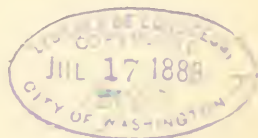
Portland, Old Orchard,

Cape Elizabeth and Casco Bay.

WITH MAPS AND ILLUSTRATIONS.

✓
JOHN T. HULL,

EDITOR AND PUBLISHER.



PORTLAND:

SOUTHWORTH BROS., PRINTERS.

1888.



PREFACE.

This book has been prepared mainly to bring to the attention of the numerous visitors to the State of Maine during the summer season, the superior attractions and advantages that Portland and its vicinity has as a pleasure and summer resort.

"Oh! City of my heart! in dreams,
Sweet dreams, I see thee as of yore.
And catch the light's first early beams
Glint over White Head's roar."

Preliminary, a succinct account of Portland was deemed necessary, in order that those who visit us here may know something of our history for the past two hundred and fifty years.

The summer resorts of Maine are becoming more known year by year. Portland and Casco Bay have long been celebrated in story and song, and the information that is given in this book concerning "The city by the sea," will, it is hoped, add new interest to them. The map that accompanies this work is an important feature of the same, showing clearly the position of Portland as connected with the summer resorts of the vicinity. From Old Orchard and Saco River on the west to Harpswell and the Kennebec River on the east, every portion of this territory has charms and attractions for those who delight in cool retreats and sea breezes. The books that have heretofore been written concerning Portland and vicinity by the late John Neal and Edward H. Elwell have been of interest and advantage, and I am indebted to them for much valuable material.

It is a great dissatisfaction to me that the illustrations in this work are so few in number. While negotiations were going on for the use of plates of others, they were all destroyed by fire and there was not time to prepare duplicates. The edition that I propose to publish next year will contain new illustrations prepared expressly for it.

JOHN T. HULL.

PORTLAND, JUNE, 1888.

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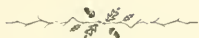
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Portland Past and Present.



A Sketch of its History.

THE history of Portland is an important part of the history of Maine. It is the metropolis of our State, the largest city in population, the most prominent in business and one of the finest as regards its location and the beautiful scenery in its vicinity.

The first European who discovered and wrote about the territory now comprising Portland and Casco Bay was the famous Capt. John Smith. In 1614, leaving his vessel, he with eight men ranged the whole coast from the Penobscot to Cape Cod. In his narrative he says, "westward of the *Kennebeke* is the country of Aucocisco, in the bottom of a large deep bay, full of many great Isles, which divide it into many good harbors." Smith on his return to England prepared a map of the country which he had visited, and gave it the name of New England. On this map he calls Casco Bay, "Harrington Bay," and Blackstrap hill in Falmouth, near Portland, is named "Shooter's Hill."

The first settlement by whites that was made within the territory of what is now Portland, was by Christopher Levett. He came here from the Isle of Shoals, where he landed from England in 1623. His first visit to the mainland was to Piscataqua; from thence he coasted with two boats and ten men to Cape Elizabeth, Casco Bay, and on to Boothbay. He

returned to Casco Bay, which he considered the best location for a settlement. On one of the islands near the entrance to the harbor (authorities differ as to which one) he built a stone house, fortified it and spent the winter and succeeding summer there. He left ten men in charge of his possessions while he went to England for his wife and family and other settlers. He never returned, and the men that he left scattered to other places on the coast: and this, the first settlement, was abandoned.

The next who came were Cleeve and Tucker, who, ten years later, (1633), being driven from their lands at Spurwink, by John Winter, agent for Trelawney, removed to what was then called Casco Neck, now the City of Portland, and took possession of the soil without any title, and built their rude huts on the shore fronting the bay near the foot of the present Hancock street. Cleeve in 1637, in order to obtain a title to the land, went to England and obtained from Sir Ferdinand Gorges, the Lord Proprietor, a conveyance, in the shape of a lease for 2,000 years, of the peninsula comprising Portland together with all the land south of a line drawn from Capisic falls to the lower Presumpscot falls, which is now a part of the present towns of Deering and Falmouth, and also the present Hog or Diamond Island. Subsequently Cleeve in 1643 visited England again and obtained from Sir Alexander Rigby, who claimed under the Dye Patent to own the property, a deed of the same territory as was conveyed to them by Gorges in 1637. All the lands in this territory are now held under these titles.

Cleeve and Tucker sold out at different times their lands on the neck, at Back Cove, and on the Presumpscot river, to different parties. Tucker moved away to New Hampshire; Cleeve remained, and after a life of turmoil and litigation died here in poverty, all his property having been parted with. The burial place of our first settler is unknown. Probably within the precincts of the present Eastern Cemetery rest his ashes with others of the fathers of the town, where there are no memorials of the places of their interment. Before his death he sold

his homestead lot including what is now Munjoy Hill to John Phillips of Boston, whose daughter married George Munjoy, from whence comes the name "Munjoy Hill."

Massachusetts as early as 1652 claimed possession of Maine, but the claim was resisted by many of the inhabitants. In 1678 she purchased of the Gorges heirs for the sum of £1,250 all their interests in the Province and obtained full title and possession thereof. In 1659 the boundary lines of a town reaching on the coast from Scarboro to North Yarmouth and including many of the islands in Casco Bay was established by a commission appointed by Massachusetts, and the town named Falmouth, after an ancient town in England. These boundary lines still exist at the present time, and the territory then called Old Falmouth now includes the towns of Cape Elizabeth, Portland, Deering, Westbrook and Falmouth.

The Indian wars that existed in Maine from 1670 to 1720 were the scourge of Falmouth. Its exposed situation as a frontier town made it the principal point of attack by the savage foes and their French allies. At this day it is difficult to believe that on this peninsula where now are our pleasant homes and marts of business—that here were heard savage war whoops; that amid the smoke of flaming homes our fathers, who fought under the red cross of St. George, met in hand to hand encounter those who served under the banner of the French King.

At the commencement of the war of 1675 there were but five families on the neck (now Portland,) viz: Thomas Brackett, Thaddens Clark, George Munjoy, his son John, George Burroughs the minister, who afterward, as one of the victims of the witchcraft delusion, was hung at Salem. The next year, 1676, Casco, as it was then called, was sacked by the Indians. Thirty four persons were killed or carried away as captives. Thomas Brackett, Isaac Wakely and John Munjoy were killed upon the neck; Thomas Brackett's family were taken captives. The remainder escaped to Andrews, now Cushing's island, where they protected themselves until a force was sent from Boston for their relief.

Falmouth remained desolate during the remainder of the war. A treaty of peace was made here with the Indians, April 12, 1678, and the settlers returned to their former homes. Others came with them. One of prominence was George Bramhall or Brimhall, who purchased land in the vicinity of the hill that now bears his name. Massachusetts having perfected its title to the Province of Maine, established a government over it, and appointed Thomas Danforth of Boston, President of Maine. Fort Loyall at the foot of the present India street where the G. T. R. passenger station is, was built in 1680; and in September of that year President Danforth came and held a Court at this fort, established a municipal government, and laid out and assigned lots to settlers. This is the first record that is known of any government to the town. In 1681 a special agreement was entered into between the government and Mrs. Munjoy, widow of Geo. and daughter of John Phillips, by which the title to Munjoy Hill was secured to her and her heirs. Her husband George Munjoy having died in 1680, she the same year married Capt. Robert Lawrence, who built a stone house, used afterwards as a fort, on Munjoy Hill near the present observatory.

The character of the inhabitants of the town at this period of its history was of a superior order. There were among them Pierre Baudouin, who came from France and subsequently established himself in Boston and was the ancestor of the Bowdoin family so well known in Massachusetts history, one of whom was a liberal benefactor of the college that bears his name. Stephen Boutineau his son-in-law also came with him. Other French protestants, who left France on account of the revocation of the edict of Nantes, accompanied them and sought refuge in Falmouth. Besides these there were George Burroughs the minister before referred to, Thaddeus Clark, the Bracketts, Silvanus Davis, George Bramhall, Edward Tyng and others. The town during the interval of ten years between the Indian wars had a rapid growth. In 1686 there was a population of about seven hundred in the whole town, about twenty-

five families being resident on the neck. In 1688 another Indian war began. The Indians influenced by the French committed outrages. The first blood was spilt at North Yarmouth. The Massachusetts government under Sir Edward Andros instituted vigorous measures. Six hundred troops were sent into Maine and garrisons established at different points. Sixty were stationed at Fort Loyal. On the overthrow of Andros in Boston these soldiers were withdrawn and the inhabitants of Falmouth left to their own resources. In the spring and summer of 1689 the fort was nearly abandoned. In the fall of the same year the inhabitants made urgent calls for assistance, and Major Church a celebrated warrior was sent to the east with troops. September 17th, 1689, O. S., which is equivalent in the present time to Sept. 28th, a large body of Indians, four hundred in number, who had learned of the defenceless situation of the town, landed at Peaks Island and made preparations to attack the town. Two days after, amid the shadows of the evening, Major Church with his detachment of soldiers from the eastward sailed into the harbor and after dark landed his forces at the foot of Broad, now India street, to the great relief of the distressed inhabitants. During the dark hours of the night the force of Indians sailed in their canoes from Peaks Island, round Munjoy Hill, across the waters of Back Cove, and landed near where the Portland Stone Ware Company's works now are, and advancing up the hill took a position on the Brackett farm near where now the Deering mansion is situated. This was on the morning of September 21st, O. S., now, October 2d.

The Indians were discovered by some of the Brackett family, who notified the inhabitants in town, and the English forces were hurried to the attack, which was begun in the forenoon. The battle lasted all day and was fought mostly in the woods adjacent to and in, the present Deering Park. Major Church's forces were aided by volunteers from the town's people, among whom was the minister George Burroughs who is mentioned as having done great service. From his size and strength he must have been a valiant fighter against the savage foes. Four

hundred Indian foes led by French officers contended with a much smaller force of whites and friendly Indians. At sunset the Indians retreated carrying off their dead and wounded. Their loss was unknown. The English loss was about eleven killed and ten wounded. The battle may be considered from the numbers engaged in it to have been the most important one that ever took place on the soil of Maine. It is the intention of the Park Commissioners to soon cause to be placed in Deering Park a suitable memorial stone to commemorate this important battle.

The people of Falmouth felt relieved after this failure of the attack upon their town, but foreseeing as they did the probability of another attempt in the spring, they were desirous to withdraw to some place of safety and abandon the place; Major Church, however, prevailed upon them to remain, giving them assurances that in the spring he would come to their assistance with a large body of soldiers. He left a garrison of eighteen men at Fort Loyall, and sixty soldiers who were to be quartered in different parts of the town. The people passed an anxious and quiet winter not knowing of the calamity that was to befall them. During that winter the French authorities at Quebec were engaged in fitting out three expeditions, that were to destroy the English in New York and New England. One of these parties was destined for the destruction of Casco. It left Quebec in January, 1689-90 under the command of Portneuf. On the Kennebec they were joined by the party under the command of Hertel who had destroyed Salmon Falls, and also by a force of the Penobscot tribe commanded by the Baron De Castine and his father-in-law Madocawando. There these parties united as one, with Portneuf as its leader, proceeded on their way to the attack on Casco about the first of May, 1690. They came into Casco bay from the Kennebec river by the way of Merry Meeting bay and New Meadows river and rendezvoused on one of the larger islands. They were first seen in this vicinity about the beginning of May and their appearance caused great alarm among the inhabitants. The

soldiers at Fort Loyall had nearly all deserted or been withdrawn, so that a small number remained for the defence of the town. These few soldiers were placed under the command of Capt. Silvanus Davis a resident of the town who had been placed in charge of the fort. Capt. Davis had appealed to Massachusetts for aid but none was granted, and the poor inhabitants were left to defend themselves. On the night of the 14th of May, O. S., the French and Indians landed at the northeast part of Munjoy Hill at a place then as now called Indian Cove and secreted themselves in the woods. On the morning of the 15th a party of them went up to the top of the hill and concealed themselves in the bushes not far from where the present observatory now is. They were discovered by the whites, and about noon a party was sent from Fort Loyall under the command of Lieut. Clark to dislodge them. His party was led into an ambush by the Indians and he and most of the others were killed. The rest escaped into the Lawrence Garrison House near by. On the morning of the 16th of May, O. S., the attack upon Fort Loyall began. All the houses in the vicinity which had been abandoned, the inhabitants having all retired within the palisades of the fort, were set on fire. After a brilliant defence of three days the fort surrendered to the French and Indians on the promise of quarter being given them, which promise was violated. The prisoners taken were delivered over to the Indians by whom most of them were cruelly murdered: Capt Davis and thirteen others were carried away captives to Quebec where they were well treated. He and most of the others were exchanged. Some of them never returned. Among the killed were John Parker and his son James, who had taken refuge at Fort Loyall, being driven from their homes on the Kennebec by the Indians. John Parker was the great, great grandfather of the late Isaac Parker, Chief Justice of Massachusetts.

The capture and destruction of Fort Loyall and Casco was the second time that such a disaster had happened to the town. The Massachusetts government abandoned the fort as a means

of defence and built another in 1700 at New Casco on the Falmouth shore, near where the summer residence of Judge Goddard is now situated. This was attacked by the French and Indians in 1703. They were repulsed by the garrison and an armed provincial vessel which arrived during the progress of the siege. In 1716 the fort was demolished and Major Samuel Moody who was its commander removed to the neck (now Portland.) He with others commenced the re-settlement of the town which had lain in waste since 1690. After the peace of 1713, made by the Indians at Portsmouth and Falmouth, the old inhabitants and their representatives began to return to their abandoned homes. New ones came with them and began to take up the unoccupied lands. Much confusion existed between the old owners and the new settlers respecting land titles. By a decision of the Supreme Court made in Boston in 1731, the rights of the old proprietors were established. This judgment settled the controversy and led to an amicable arrangement between the old and new proprietors. Indian treaties were made in 1726. In 1727, the Governor of Massachusetts with a delegation of prominent men from Massachusetts and New Hampshire held a conference with representatives of the different tribes of Indians in a spacious tent on Munjoy Hill, where articles of peace were agreed upon and the Indian wars were for a long time ended. In 1721, the construction of a meeting house was commenced on the northwest corner of what is now India and Middle streets, and Rev. Thomas Smith was in 1727 chosen as the minister of the town, in which capacity he continued till his death in 1795. He lived until 1775 in the house built for him by the town, which was situated on the present Congress street, opposite the head of India. At the time the town was burnt by Mowatt in 1775 this house was destroyed. He afterwards lived in a house on the northeast corner of Wilmot and Congress streets, which was burnt in the fire of 1866. An important event in the history of the town was the capture of Louisburg, Cape Breton, from the French by an expedition sent from Boston. A company from Falmouth

was engaged in it. After the close of the destructive Indian wars the neck, now Portland, became the seat of extensive business operations. The fine forests in the vicinity became a source of wealth. Numerous saw mills were constructed. Lumber and masts for the English navy were the principal exports. Ship yards were established and the building of vessels became a lucrative business.

At the commencement of the revolution the large majority of the people supported the popular side. Some, however, of the most prominent and influential citizens adhered to the crown. They were generally termed loyalists, and stigmatized as tories. After hostilities began they were obliged to leave and find homes elsewhere. Some went to England, others to the wilds of New Brunswick. Tyng, Wyer, Pote, Wiswell, Oxnard, Pagan, Cummings, Conlson, were names of prominent loyalists. After the battle of Lexington one or more companies of volunteers were sent from this town to the continental army, which surrounded Boston. The chief command of the Massachusetts forces was offered to Gen. Jediah Preble of this town but he declined on account of age. The determined part taken by the town excited the ire of the British military authorities at Boston, and Admiral Graves, who then commanded the naval forces there, gave orders to Capt. Mowatt for the destruction of the place. On the 16th of October, 1775, Capt. Mowatt—who had visited Falmouth the May previous, when he was arrested by the militia and kept a prisoner a short time—arrived at the mouth of the harbor with his ship the *Canceau*, another ship called the *Cat*, two schooners and a bomb sloop. On the afternoon of the 17th the vessels came up and formed a line in the harbor opposite the foot of King (now India) street. Capt. Mowatt sent a letter on shore to the Selectmen informing the inhabitants that he had been sent to execute a just punishment on the town of Falmouth, and allowing them but two hours to remove themselves and families from the scene of danger. On the receipt of Capt. Mowatt's letter the people of the town assembled and appointed Gen. Preble, Dr. Coffin

and Robert Pagan, all members of the Church of England, a committee to wait upon him and see if the danger could be averted. Capt. Mowatt informed them that his orders were peremptory, and must be obeyed. At the earnest entreaty of the committee he postponed their execution until the next morning on the condition of the delivery to him of certain small arms. At nine and a half o'clock the next morning the firing commenced from the vessels in front of the town and was kept up without cessation till six o'clock in the evening. In the meantime parties landed from the vessels and set fire to the buildings. One hundred and thirty-six houses, a new court house, St. Paul's Episcopal Church, the Town House, the Custom House, a fire engine, every store and warehouse, all the wharves but one or two, all the vessels in the harbor, were burnt. About one hundred houses were not burnt. The First Parish meeting house, which stood at the head of Temple on Back (now Congress) street, was also saved from destruction. The estimated value of the property destroyed was about £55,000.

This third destruction of the town would be supposed to have been fatal to its further growth and prosperity. During the continuance of the war but little was done. The houses that were not destroyed were occupied. Some fortifications were constructed for the defence of the town from war vessels. Its exposed situation and the uncertainties as to the continuance or results of the war prevented any improvement in the growth or business of the place. The surrender of Cornwallis in 1781 was hailed with rejoicing; and when two years later peace was declared and the last remnant of royalty departed and the thirteen colonies took their place as one of the nations of the world, the work of rebuilding the town and the improvement of the place was commenced by its citizens with vigor and industry. Under the new order of things the people became dissatisfied with their connection with the town of Falmouth, and after some two years of agitation, July 4, 1786, the new town of Portland was incorporated. The name was an old

one, being the earliest English name by which Bang's (now Cushing's) island and the adjacent headland on Cape Elizabeth were called. The population of the new town was about 2,000, and nearly all were contained within the territory now bounded by Center and India streets, Congress street and the harbor. The number of buildings built since the war was as follows: in 1784, 60; in 1785, 33; in 1786, 16; no record from 1786 to 1791. Fifteen wharves pushed into the harbor from Fore street, none of which now retain their former names. The trade from Portland was mostly with the West Indies. In 1786 there were 68 arrivals, 58 of them from foreign ports; 90 clearances, 87 of them for foreign ports. New settlers largely from Massachusetts, comprising some of the best blood of that commonwealth, came here, and the town increased in population and wealth from this period to the time of the embargo which was a severe blow to the prosperity of Portland. The statistics of navigation show that in 1787 there was not a ship owned in the town; that in 1789, the number of tons was about 5,000; in 1793, 11,173 tons, consisting of 13 ships, 44 brigs, 23 schooners and 20 sloops. In 1807 it had risen to 39,009 tons; but from this time, (the embargo) it fell off and did not recover until after the peace with Great Britain in 1815. In 1790 the whole amount of duties received at the Custom House was but \$8,109; in 1801, it was \$204,333 and in 1806 it was \$342,909.

In 1785 was built the first brick house in Portland. This was the Wadsworth house, afterwards the home of the poet Longfellow. It is still standing, the next house adjoining the Preble House on Congress street. It was two years in building; the walls were twenty inches thick, of molded brick, which were made on what is called the meadow road in the present town of Deering, between Allen's and Lunt's Corners. The workmen who constructed this first brick house were Joseph Nichols, Benjamin Sawyer and Samuel Knight. The first brick store was built in 1795 at the corner of Fore and Exchange streets. It was burned in the fire of 1866. The first block of brick houses built in Portland was on School

street, now Pearl, opposite the old St. Paul's Church. It was burnt in the great fire of 1866. In 1793 Union and Long wharves were constructed. In 1793-94 anticipated troubles growing out of the complications between France and England caused the town authorities to take some action concerning the defences of the town. At that time there was not a gun mounted nor a fort constructed to defend the place against invasion. Congress having made an appropriation for the purpose, an engineer was sent here, and the fort on the brow of Munjoy Hill, known as Fort Sumner, was constructed. Why a fort was constructed in such a place to defend Portland is a mystery. It was found necessary afterwards during the war of 1812-15 to erect batteries nearer the water.

The business of Portland was, during this period and later, largely the exportation of lumber to the West Indies, the importation of molasses from there, and its manufacture into New England Rum. There were at one time seven distilleries running here, and the surplus not used in this State was shipped by coastwise vessels to Boston and New York. During the Napoleonic wars and up to the embargo of 1806 a large carrying trade was done by Portland vessels from the West Indies and southern ports to Europe. Many of these vessels were captured by French privateers, and the descendants of their owners are now endeavoring to substantiate their claims under the French Spoliation Act.

During the European wars and up to 1806 the merchants of Portland grew wealthy, as was evinced by the mansions which some of them built,—many of them now remaining,—and the luxury in which they lived. The passage of the embargo act was ruinous to the business of Portland. A great demonstration against the measure was gotten up in Portland by the Federalists, which party was in a majority in the town. October 25, 1807, Commodore Edward Preble died, and his funeral took place two days later. It was a most impressive pageant, such as never before was witnessed in Portland. He at the time of his death lived in a large wooden house on

Middle street, afterwards the Casco House, and from which the funeral took place. It is now occupied by the Casco Bank Building. His remains rest under a handsome monument in the Eastern Cemetery.

At the declaration of the war of 1812 the principal industry of Portland, commerce, had, since the embargo, been paralyzed, and as a consequence the harbor contained numerous dismantled merchantmen, and many idle officers and men who were out of employment. Letters of marque were issued and a number of privateers were built and put to sea commanded by some of Portland's able captains. They met with varied success in their cruises against the enemy. Among the most efficient and successful privateers owned in Portland was the brig Dash. She was of two hundred and twenty-two tons burden, pierced for sixteen guns. Her last cruise was a sad one. She sailed from here January 1815 in command of Capt. John Porter, his two brothers being first and second officers. The crew were from some of the best families in town. The brig was never heard from. She went down with all on board in a gale that she encountered on the Georges Banks.

One of the memorable events of the war of 1812, was the naval engagement between the British brig Boxer and the American brig Enterprise, which took place near Portland, and in which the two commanders were killed, and now lie side by side in our Eastern Cemetery.

"The dead captains as they lay
In their graves o'er looking the tranquil bay
Where they in battle died."

During the continuance of the war of 1812-15 the exposed situation of Portland caused great anxiety among its citizens, and measures were taken for its defense. Its forts and batteries were manned with regular soldiers and volunteers. Forts Seammell and Preble at the entrance to the harbor, which were built before the war, were strengthened. Two new batteries at the northeast extremity of Munjoy Hill, named Forts Allen and Lawrence, were hastily constructed, one on Sunday (Long-

fellow was one of those who took a part in the building of these fortifications) on an alarm being given that a British fleet was in the offing. In September 1815 the militia of the counties of Cumberland and Oxford were ordered to repair to Portland for the defence of the town. They numbered between six and seven thousand and were in camp on Munjoy Hill and other places some two weeks. After the war closed and peace was declared, business revived in Portland, and as before, the lumber business was the principal industry closely connected as it was with commerce and ship building. The separation of Maine from Massachusetts took place in 1820, and Portland became the capital of the new State, which it remained till 1832 when Augusta was chosen as the seat of government. In 1817 President Monroe visited Portland. He was received at Stroudwater bridge, escorted into town and had a fine reception, the streets being decorated with arches. He was entertained at the Mathew Cobb house (still standing) at the corner of High and Free streets. The next day he visited Fort Preble, being rowed from Union wharf in a barge. On his return he ascended to the top of the observatory, from whence he had a view of the harbor and Casco Bay where hundreds of islands scattered over the face of the waters, by their romantic beauty, present to the eye the picture of a fairy land. A public dinner was given him, and in the evening he held a reception at the residence of Hon. Asa Clapp, on the corner of Elm and Congress streets (now standing.) Delegations from different towns in the State visited him to induce him to extend his journey to their localities. He, however, left the next day for New Hampshire and Vermont. The visit of Lafayette in June, 1825, was an important occasion in the history of the town. A grand reception was given him, the streets were decorated with arches. A military and civic procession of great length escorted him. The children of the town schools were in line on Free street, the girls with wreaths of roses, and the boys with the motto on their hats "Welcome Lafayette." On a platform in front of the State House on the corner of Myrtle and Congress streets, the

site of the present City Hall, he held a reception and many of the officers and soldiers of the revolutionary war were introduced to him; some were recognized by him. A dinner was given him at Union Hall and in the evening a levee took place at the residence of Gov. Parris on Danforth street.

The first directory was published in 1823; the number of names which it contained was 1836. The population at that time was about 9,000. The directory for 1888 contains 11,709 names.

MUNICIPAL GOVERNMENT.

Portland became a city in 1832, the first in the State. The agitation on the subject began in 1822, but the opposition to the measure defeated it each year it was proposed until its friends succeeded in carrying it. Andrew L. Emerson was elected the first Mayor. He resigned before his year expired. The following has been the succession of Mayors: Andrew L. Emerson, 1832, resigned and died in his first year; Jonathan Dow, elected to fill the vacancy; John Anderson, 1833; Levi Cutter, 1834-1840; James C. Churchill, 1841; John Anderson, 1842; Eliphalet Greely, 1843-1848; James B. Cahoon, 1849-1850, 1853, 1854; Neal Dow, 1851, 1855; Albion K. Parris 1852; James T. McCobb, 1856; William Willis, 1857; Jedediah Jewett, 1858, 1859; Joseph Howard, 1860; Wm. W. Thomas, 1861, 1862; Jacob McLellan, 1863, 1864, 1865, 1868; Augustus E. Stevens, 1866, 1867; Wm. L. Putman, 1869; Benjamin Kingsbury, 1870, 1871, 1872; George P. Wescott, 1873; 1874; Roswell M. Richardson, 1875; Francis Fessenden, 1876; Moses M. Butler, 1877, 1878, George Walker, 1879; William Senter, 1880, 1881; Charles F. Libby, 1882; John W. Deering, 1883, 1885; Marquis F. King, 1884; Charles J. Chapman, 1886, 1887, 1888.

MILITARY COMPANIES.

The exposed situation of the town and the liability to attacks from the savages in its earlier history, the patriotic part taken by its inhabitants in the wars of the revolution and of 1812,

were the means of keeping alive a martial spirit and the formation of military companies. A company raised in this town took part in the capture of Louisburg in 1745. Also, soldiers from here were in the Provincial army at the capture of Quebec in 1759. On the reception of the news of the battle of Lexington a company was immediately raised here and marched to Cambridge. Subsequently during the war other companies were raised and joined the Continental army. In 1779 a company was raised under the command of Capt. Peter Warren which formed part of the ill-fated Bagaduce expedition. After the Revolutionary war was closed and peace declared there were for some years no military organizations. Anticipations of hostilities with European powers caused, near the commencement of the present century, several new independent military companies to be organized, composed of our best citizens, many of whom had seen service in the Revolutionary war. Their names and organizations continued as long as the militia system of the State existed. They were the Portland Light Infantry, the Portland Mechanic Blues, the Portland Rifle Corps, and the Portland Artillery. During the war of 1812 these companies went into active service in defence of the town. The most distinguished of these companies from the prominence and character of its members was the Portland Rifle Corps. A military system outside of these companies existed by which the town was divided into wards, and a un-uniformed company raised in each. They were required to train twice a year. The officers only had uniforms, the rank and file appeared in all sorts of costumes and presented a grotesque appearance. These were nicknamed "String-beaners," and on parade and muster days they caused a good deal of amusement to the boys who followed them. The parades generally took place on Munjoy Hill, near the observatory, the officers generally dining at Moody's. Ardent spirits were common, and rows and fights generally closed the day. At the time of the so called Aroostook war in 1839, a draft took place in Portland and a battallion of troops started from here for the

scene of war. They, however, proceeded only to Augusta and returned home in a short time and received all the glory of that brief campaign. In 1843 the State abolished compulsory trainings and the militia system generally died out. The Independent companies previously mentioned kept up their organizations, however, and two new companies called the Portland Light Guards and Portland Rifle Guards were added. All but two of them were in existence at the time of the rebellion in 1861 and formed the nucleus of the companies from this city which took part in that struggle.

POLITICAL.

The politics of Portland have always been conservative. Succeeding the Revolutionary war and during the war of 1812 it was a Federal town. Subsequently, and up to the formation of the Republican party, it was strongly Whig. It is now a Republican city. The Anti-slavery cause in its earliest days did not obtain much hold in this community. Its meetings were broken up and its speakers mobbed. The old City Hall was the scene of many boisterous gatherings. After 1850 these meetings were not interrupted and "free speech" was allowed to all who advocated the emancipation of the slave. Its prominent leaders were often here. Garrison, Pillsbury, Fessenden, Raymond, Sumner and others held meetings, and the old City Hall often reverberated to the applause of the audience.

PROHIBITION PARTY.

The State of Maine was the first State in the Union to prohibit the sale of intoxicating liquors and pass the statute, familiarly known as the "Maine law." The prominent actors in having this law enacted resided here. Gen. James Appleton, Neal Dow,—world known, and who now resides here and is eighty-four years of age,—and other residents of this town, for years previous were engaged in educating public opinion in the State to the necessity of such a law. It is still on the Statute book, more stringent in its provisions than ever. Its friends

claim that in the State at large it has proved a success. This is denied by its opponents. It must be obvious to all that it is a law very difficult to enforce, especially in the larger cities and towns.

POPULATION OF PORTLAND

at different periods has been as follows: in 1790, 2,240; in 1800, 3,704; in 1810, 7,169; in 1820, 8,581; in 1830, 12,601; in 1840, 15,218; in 1850, 20,879; in 1860, 26,342; in 1870, 31,418; in 1880, 33,810. It is supposed now to be about 35,000. The larger part of the adjacent towns of Cape Elizabeth and Deering are so closely connected with Portland in its interests and business that as suburbs of Portland their population should be added to that of the city, which would give within a radius of five miles of the City Hall forty thousand people. Annexation schemes are ripening and within a few years it may be that all this territory having common interests may become one in government.

THE REBELLION.

After the election of Lincoln in 1860 the movements of the secessionists at the South caused a great deal of sensation in this community. The timid were frightened and the conservative element was disposed to make great concessions in order to avoid war. A public meeting was held here January 26, 1861, and compromise resolutions were passed. When, however, Fort Sumter was fired upon, April 12, 1861, the indignation of the people was aroused and all parties united to sustain the government and defend the Union. The day succeeding the call of the President for 75,000 troops a full company had been raised here and tendered to the State authorities. It was within the precincts of the old City Hall that the first soldier from Maine enlisted in defence of the country, and from there the first company in this State went forth to the war. These incidents alone ought to preserve this old building from demolition. The companies that were formed in Portland at that time and became part of the First Regiment, of three months volunteers,

and were mustered into the service of the United States by Maj. Gardiner, were as follows: Co. A, Portland Light Infantry, Capt. Albion Witham; Co. B, Portland Mechanic Blues, Capt. George G. Bailey; Co. C, Portland Light Guards, Capt. M. R. Fessenden; Co. D, Portland Rifle Corps, Capt. Chas. H. Meserve; Co. E, Portland Rifle Guards, Capt. Wm. M. Shaw; Co. I, Portland Rifle Guards (second company,) Capt. William M. Quimby. On succeeding calls for three years' men, three companies were raised here for the Fifth Regiment, viz: Co. F, Capt. George P. Sherwood; Co. G, Capt. Henry G. Thomas; Co. H, Capt. Mark H. Dunnell.—For the Seventh Regiment: Co. G, Capt. Chas. H. Gilman.—Tenth Regiment: Part of the First Regiment re-organized, and afterwards re-organized as the Twenty-Ninth Regiment: Co. B, Capt. Walker; Co. E, Capt. Estes; Co. I, Capt. Nehemiah T. Furbish.—Twelfth Regiment: Co. B, Capt. Geo. H. Chadwell; Co. G, Capt. Robinson; Co. I, Capt. M. R. Fessenden.—Thirteenth Regiment: Co. F, Capt. Chas. R. March; Co. G, Capt. John L. Sawyer.—First Maine Cavalry: Co. F, Capt. Nathan Mayhew.—Seventeenth Regiment: Co. A, Capt. Wm. H. Savage; Co. B, Capt. George W. Martin; Co. E, Capt. Ellis M. Sawyer. For nine months' regiments, viz: Twenty-Fifth, Co. A, Capt. Frank L. Jones; Co. H, Charles C. Chase. For Thirty-Second Regiment (three years); Co. H, Capt. George H. Chadwell. All during the war enlistments were going on in this city for the regiments in the field. According to the official reports Portland furnished during the war for the army and navy, 3,636 men. The bounties paid by the city amounted to \$320,116. Aid to dependent families and volunteers, \$105,473.35. The amount contributed to the sanitary commission and other benevolent agencies exceeded the sum of \$100,000.

TACONY AFFAIR.

One of the incidents connected with the war of the rebellion in which the people of Portland took an active part, was the seizure of the U. S. Revenue Cutter *Caleb Cushing* by a party

of the rebels under command of Lieut. Read of the Confederate Navy, June 26, 1863, and their capture and imprisonment. Off the coast Lieut. Read had abandoned and burned the Tacony, a barque in which he was committing depredations on American vessels, and transferred himself and party to a small fishing schooner called the Archer, which he had taken. She sailed for Portland intending to set fire to shipping in Portland Harbor, and also to cut out the Revenue Cutter, Caleb Cushing, lying in the stream fitted out for a cruise after the Tacony. About sunset the Archer anchored to the eastward of Pomeroy's rock off Fish Point. Towards morning Lieut. Read and his party boarded and captured the Cutter, weighed anchor and towed her out of the harbor by Hussey's Sound, there being but little wind. They became becalmed near the Green Islands about fifteen miles off.

At half past seven o'clock in the morning the Cutter's capture was discovered from the observatory on Munjoy Hill; also some fishermen came to the city and reported the same. The news spread like wild fire and immediate measures were taken for pursuit. Steamers were at once taken and pressed into service by the city and military equipments, provisions, arms and ordinance placed on board. The steamer Chesapeake was barricaded with bales of cotton. Thirty men from the 17th regiment U. S. Infantry from Fort Preble with a number of volunteer citizens were placed aboard the steamer, and at about 11 o'clock the pursuit began. The position of the Cutter could be well seen from the observatory; she was becalmed off the Green Islands. As the steamers approached fire was opened on the Cutter, but the shots fell short. The steamer Chesapeake with a full head of steam on steered directly for the Cutter. Lieut. Read supposing from her appearance and rig that she was a gun boat, abandoned the Cutter, set her afire, put her crew and captives into boats and attempted to reach the land. They were overhauled by the steamer, taken prisoners and taken aboard. About 2 o'clock the magazine of the Cutter containing four hundred pounds of powder exploded

with a terrific concussion, and the remains of the Caleb Cushing sank beneath the waters. This explosion was witnessed from the top of Munjoy observatory where there were many persons watching the conflict. The prisoners consisting of Lieut. Reed and twenty-two others were taken to Fort Preble and there confined: subsequently they were sent to Fort Warren and exchanged. The brilliant success of the expedition, on its return, was honored with the ringing of bells and firing of cannon, and the prompt action of Collector Jewett and Mayor McLellan received the warm approval of the Treasury Department.

THE GREAT FIRE.

Portland had in the past, previous to 1866, suffered severely by fires. In the Indian wars the town was twice burnt, again in 1775 she was offered up as a holocaust to the anger of Capt. Mowatt and the British officials at Boston. Owing to the combustible materials of which its buildings were constructed and the absence of a system of water works, local fires were of frequent occurrence, but were kept under control. But the fire of 1866 was at that time the most destructive that ever took place in this country. It began on the afternoon of July 4, 1866, in a boat builders shop on Commercial street, near Maple, at about four o'clock, and it was supposed that the combustible materials there were set into a blaze from the use of fire crackers. For sixteen hours the fire raged, principally through the business portion of the city. The wind was southerly and at times blew a gale. The fire swept diagonally across the city, beginning on Commercial street and ending at Back Cove and Munjoy Hill. The burnt district covered an area of two hundred acres in the heart of the city. About 1800 buildings were destroyed and 6000 people rendered homeless. The magnificent City Hall, two brick school houses, the Athenæum, the Natural History Society Building, eight churches, eight hotels and the unfinished marble hotel, all the newspaper offices, all the banks, every lawyer's office, all the jewelry and

book stores, all the wholesale dry goods and shoe houses, most of the retail stores, about one-half of the manufacturing establishments of the city, were consumed. The fire died out on Munjoy Hill for want of material to feed upon. The blowing up of buildings prevented the fire from spreading out of its course, but there was no supply of water to check the devouring flames.

This great calamity excited the sympathy of the whole land. Contributions of money and supplies began to pour in the day after the fire, and continued for months. Relief Committees were organized in the principal cities of the United States, who rendered great aid. Local committees here took charge of these contributions which were disbursed to needy applicants. Over \$600,000 in cash was donated, and the whole amount received was not less than \$1,000,000. The work of re-building the city commenced with vigor. New avenues were opened and old street lines changed. The style of buildings that were constructed were superior to those that formerly existed. Lincoln Park, which has an area of about two and a half acres, was laid out in the center of the burnt district and is now an ornamental open square in the busy portion of the city. The new City Hall and other public buildings, new churches, many elegant stores, warehouses and private residences were constructed, and the stranger who now walks through the burnt district will see no evidences of the destructive conflagration of 1866.

CITY FINANCES.

Consequent upon public improvements, the expenses of the war, the great fire and the unprofitable loans made in aid of railroad enterprises, the city became largely involved. Its gross debt had in 1877 reached the sum of \$6,050,200. Since that time the debt has decreased to the sum of \$3,440,000, a reduction of \$2,610,200. At the beginning of the war in 1861 it was seen that a large increase of the city's liabilities would be a necessity, and with far-seeing wisdom a sinking fund was

established for the purpose of providing for the payment of the debt as it matured. That system has been in operation twenty-seven years and during that time there has been paid \$3,000,000 of the city debt. The valuation for 1887 was, real estate \$21,850,500, personal estate \$11,901,540, total \$33,752,040, rate of taxation \$2.10 on \$100.

The present debt of the city is large, and mainly on account of aid given by the city to railroads, etc., not on account of municipal expenditures. But the debt has been very rapidly reduced and under the present system will all be paid as it matures. The credit of the city is excellent, and no bonds can be issued except to pay those that are not provided for by the accumulation of the sinking fund. The city's valuation is increasing yearly and rate of taxation decreasing. Of Portland of the present the succeeding pages will treat, and it is hoped will present matters of interest to all who desire the prosperity of our city.



Streets, Sewers, Bridges & Horse Railroads.

DURING the periods of the early settlement of the town no attention was paid to the laying out of streets; probably nothing was in use but paths leading from one house to another and to the water side. Cleeve and Tucker's residences were near the beach at the foot of (now) Hancock street. A path on the lines of present Fore street led along the shore easterly to the foot of Munjoy Hill, and westerly to Clay Cove. The first record that we have in its history of there being any streets was at the meeting held by Danforth at Fort Loyall, September 23, 1680, O. S., when a highway was laid out from the water, four rods in width, called Broad street, and lots laid out each side of it. That is now India street. Also a highway three rods wide left against the water side towards the meeting house. This is the present Fore street east of India. Fore street was laid out on the west side of Clay Cove up as far as the present Union street. Middle street was not then laid out but was probably the place reserved for a highway to the mill. No more streets were laid out until after the re-settlement and organization of the town in 1719. In 1720 lots were granted on Queen street, now called Congress. When the town was burnt in 1775 the plan then in existence showed the following streets: Fore street commenced at Jordan's Point near the Portland Company works and extended along the water front at the head of the wharves to the foot of (now) High street. That part of Fore street east of India was formerly called Thames street. Middle street commenced on King street and extended to its junction with Back street. Back or Main street commenced at the head of King street and extended on

the lines of present Congress street to the country. The connecting streets were Smith street, King street, Turkey Lane, Greely's Lane, Fiddle Lane, Pearson's Lane, School House Lane, Fish street, Lime street, Meeting House Lane, Jones' Lane, Love Lane. Fore and Middle streets alone retain their former names. As the town grew other streets were laid out, and quite regularly, so that now quite all of the city's territory is accessible by streets. The finest street in the city is State, which was laid out in 1799 through land owned by Joseph H. Ingraham, and which was formerly part of the Tyng estate. The street is one hundred feet wide and is lined on both sides with a double row of beautiful shade trees. The numerous shade trees which adorn our streets are of great beauty, and the name "Forest City" which has been given it on this account is very appropriate. The great fire of 1866 destroyed some of the finest of them. At one time previous to the fire the number by count was 3,500. The streets are generally macadamized and in good condition. Paving with square granite blocks is very extensively done in all the business streets, and each succeeding year witnesses more permanent improvements. The first paving ever done in the city was in 1820, when a small part of Fore street west of Exchange street was paved with round stones. In 1803 the representatives were instructed by the town to apply to the General Court for a lottery to raise money to pave the streets. The request was refused.

The principal business street in the city is Commercial street, which extends from the Grand Trunk Railroad Station to the Boston and Maine Station a distance of about a mile. This street was laid out in 1850 by the city in order to connect the eastern and western railroad traffic. It was constructed through wharves and across docks: a solid stone wall is its outer protecting barrier. It is one hundred feet in width and has railroad tracks in the center, which branch to the various wharves. On its upper side are built substantial brick and stone stores and warehouses, on the lower or water side are mostly wooden

buildings. The wholesale grocery, flour and lumber business of the city is mainly conducted here.

The wharves then existing (they were all destroyed in the fire of 1775) were named Distillery, Waite's, Stephenson's, Pote's, Goodwin's, Preble's, Tyng's, Pearson's, Cox's, Deering's. None of these wharves have preserved their former names.

SEWERAGE.

The situation of Portland is well adapted to perfect drainage, and this has been taken advantage of in the construction of sewers. Congress street is the ridge or backbone of the city, and from it and from the two hills at the east and west extremities of the city to the waters of the harbor on the front, and back bay in the rear of the city, the drainage of the city flows with rapidity.

The length of the sewers constructed in the city is thirty-five miles. They are from eight inches to six feet in diameter, built of cement and vitrified pipe and brick.

BRIDGES.

Back Cove, or Tukey's bridge, from Sandy Point, the north extremity of Washington street, to the opposite shore, a distance of 1,500 feet, was built in 1796. Vaughan's bridge, leading from the terminus of Danforth street to the opposite point in Cape Elizabeth, was built in 1800. It is 1,300 feet in length. Deering bridge at the foot of Green street was built in 1806; Portland bridge from Clark street to Cape Elizabeth in 1824. The Clark street extension was constructed in 1875. The whole length of the bridge is 2,200 feet. The bridges when first opened were all toll bridges. They are now free.

HORSE RAILROADS.

Previous to the commencement of the street railroad system several attempts were made to run omnibuses, but they were not successful. A line was run in 1850 from Munjoy Hill to State street, also an omnibus from Morrill's Corner, Westbrook

(now Deering), to the head of Preble street. A company was chartered in 1862 under the name of the Portland and Forest Avenue Railroad Company. In October 1863 they commenced running cars from Clark street through Spring, High, Congress, Middle and India streets to the Grand Trunk Railroad Station. In 1864 the company commenced running cars from the head of Preble street to Morrill's Corner in Deering, a distance of three and a quarter miles. Also the same year the rails were laid and cars commenced running from Grove street to Atlantic street on Munjoy Hill, a distance of nearly two miles. In 1882 a branch from the main line on Middle street was extended from Middle street through Pearl and Commercial streets to the Grand Trunk Railroad Station. This was for the purpose of accommodating the island travel, which in the summer months is very large. In 1886 the Congress street line was extended from Grove street westerly to the Congress street station of the Maine Central Railroad near St. John street. In 1887 the Spring street line was extended from its terminus on Spring street, through Neal, Carroll, Vaughan, and Bramhall streets to a junction with the Congress street line at Grove street. There are therefore three distinct lines, viz.: The Deering line, Portland to Morrill's Corner, with a branch to Lunt's Corner, and the Congress street and Middle street lines, operated by one corporation, now called The Portland Railroad Company.*

*For Horse Railroad time-tables see post.



Transportation, Mails, Canals, Railroads, Steamboats, Shipping.

PREVIOUS and up to the period of the Revolutionary war the settlements in the Province of Maine were mainly upon the sea board, and those in the vicinity of Casco Bay were, in the order of their population and commercial importance, Falmouth, North Yarmouth, Brunswick, Scarborough and Cape Elizabeth. Gorham, Windham and New Gloucester were the only interior towns in what is now known as Cumberland county; and the means of communication between these settlements must have been extremely limited, but sufficient for the need of the existing population. [Subsequently, after the Revolution, settlements that had been made on the Saco, Androscoggin and Sandy rivers increased in population and became incorporated as towns and had communication with Portland.] The usual mode of traveling for some years after the Revolution was on horse back, the roads being too bad except in winter to admit of comfortable passing in any other manner. As population and business increased it became necessary to increase the facilities for traveling. Of course water communication had always been maintained with neighboring settlements as well as those more remote. The coasting trade between Falmouth and the towns in Massachusetts was carried on, and fish and lumber were exchanged for English goods and groceries; and it is believed that two sloops commanded by Captains English and Phillips plied regularly between Casco Bay and Boston at an early date. Ships that came for masts for the King's Navy were the pioneers of the future foreign commerce

of Portland, and before the beginning of the present century there was a considerable commerce carried on between the District of Maine and the commercial towns of Boston, Marblehead, Salem, Beverly, Newburyport, Gloucester, etc., so that a description of the climate, soil and productions of certain tracts of land in the District of Maine, published in 1793, says, "That several hundred vessels of various sizes are constantly employed between these places and the District of Maine, which affords the advantages of an intimate intercourse for the supply of their mutual wants. Boston and the other towns that stretch along the coast are principally furnished with fuel from the District, and nearly all the lumber shipped from Boston to foreign parts is supplied from thence. For the want of sufficient commercial capital the District is compelled to have recourse to these circuitous means of exporting to a foreign market the greater part of its own produce. There are likewise large quantities of masts and lumber exported direct to Europe."

So far as transportation by land was concerned the transportation of the mail was the first regular means of communication, and it was not until 1775 that the first post office in Maine was established at Falmouth. Prior to 1760, the regular eastern terminus of the mail route in New England was at Portsmouth, N. H., but that year Cumberland County was formed and it was marked by the establishment of a weekly mail to Falmouth. The mail was carried on horse back between Portland and Falmouth, and it was not until 1787 that Joseph Barnard, the old post rider, put upon the road a wagon drawn by two horses. This was in pursuance of an act of Congress passed in September 1785. This was the first attempt to carry passengers within the boundaries of the District of Maine and Mr. Barnard was strongly commended for his zeal and energy. The mail wagon left Portsmouth in the morning, reached Kennebunk the first day, Broad's tavern at Stroudwater the second day and arrived in Portland the morning of the third day. The courage and enterprise that it

required to start this expeditions, cheap and commodious way of stage traveling, will be better appreciated by remembering that in April 1785 the mail from Boston was delayed four or five weeks, during which time no mail was received from the west owing to exceedingly bad roads; and Parson Smith in his diary says, April 29, 1785, "The post has at last got here having been hindered near five weeks." In 1788, service had been increased to three times a week from Boston to Portland in summer and once a week in winter, and a mail was forwarded to Pownalborough once a fortnight. Even as late as 1801 the mail was four days going to Boston; and we had a mail from there only three times a week. In 1793, the first attempt was made to carry passengers from Portland to Hallowell, by Caleb Graffam. He left Portland on Monday morning at 7 o'clock, reached Wiscasset on Tuesday at 1 o'clock, p. m., and arrived at Hallowell on Wednesday. This trip was made once a week in summer and once a fortnight in winter, and was the result of the enterprise of Thomas B. Wait, publisher of the Cumberland Gazette, who provided this method in order to furnish his patrons with the latest news. The transportation of passengers by the mail coaches was thus the first step in public inland transportation, and it was not till 1818 that the first accommodation stage commenced running regularly, three times a week, from Portland to Portsmouth. During the war of 1812, when communication by water was cut off by British cruisers, a line was started but was suspended when peace was declared, for want of encouragement.

The preceding excepting the paragraphs in brackets is by George E. B. Jackson, Esq.

During the war of 1812 and especially during the time that the British held Castine, a large amount of illicit traffic and transportation by teams across the State, of foreign goods smuggled from the British Provinces and Castine, took place. These goods were carried to Portland, Boston and other places. It was largely winked at by the authorities as supplying the necessities of the government and the people.

In 1823 there were two lines of stages running to Boston, the regular mail which left every day at 4 o'clock, a. m. and the accommodation which left daily at 8 o'clock a. m. The Eastern mail left Portland every day at 6 o'clock a. m. and arrived at 6 o'clock p. m.; Portland and Lancaster stage left Wednesday at 5 o'clock a. m., arrived Monday at 6 o'clock p. m.; Waterford mail left Friday at 5 o'clock a. m., arrived Wednesday at 6 p. m.; Portland and Alfred mail left Monday, Wednesday and Friday at 8 o'clock a. m., arrived Tuesday, Thursday and Saturday at 5 o'clock p. m.; Paris (Oxford Co.) mail left Wednesday at 5 o'clock a. m., arrived Monday at 6 o'clock p. m.; Portland and Monmouth left Monday and Thursday at 4 o'clock a. m., arrived Tuesday and Friday at 6 o'clock p. m. In 1825 the service was increased by more trips and shorter hours, and new routes were added, viz: White Mountain route—Portland to Conway, Portland and Hallowell upper route, Portland and Effingham, N. H., Portland and Gorham, Me.

In 1832 the number of stages employed on different routes from Portland was twelve, of which five were daily and seven tri-weekly. Seven carried mails, the others were accommodation stages. Subsequently other lines were added as business required. During the land speculation era the travel to the East was very large. Extra stages had to be run from Portland to Bangor. The service became very effective and continued so until the advent of the Railroad system in this State. The headquarters of the different stage lines were here, the Elm and American Houses being the points of departure and arrival.

CANALS.

As early as 1791 a committee was chosen by several towns in the county to ascertain the practicability of opening a canal from Sebago Pond to the lower part of Presumpscot river. In 1795 a charter was obtained to construct a canal from Sebago Lake to the Presumpscot river at Saccarappa, and at the same

time a company was incorporated for the purpose of uniting the waters of the Presumpscot river above Saccarappa with the Fore river at Stroudwater. Work was commenced by the latter company at Saccarappa, land was purchased and the excavating of a canal begun. It was abandoned, and the purchased land reverted back to the former owners. The charter of the first company expired without any action under it. In 1821 a charter was obtained by the Cumberland and Oxford Canal Company to build a canal from Waterford to Fore river. The canal was finished in 1829 from Sebago Lake to Portland harbor at a cost of \$201,000, passing through the towns of Westbrook, Windham, Gorham and Standish; and during the boating season an extensive business in lumber and wood was done, and the towns along the line of the route, Portland to Harrison, as well as those beyond on the Androscoggin river, drew their supplies of goods from Portland by this line of water communication. During the time it was in operation it was of advantage to the business of Portland. An attempt was made to extend it to connect with the Androscoggin river, but it was unsuccessful. A connection with the Kennebec river and the waters of Casco Bay by the construction of a canal across the narrow neck of land that separates Merry Meeting Bay and the New Meadows river, was also projected, but it failed for want of enterprise and funds. The Cumberland and Oxford Canal after the completion of the Atlantic & St. Lawrence Railroad, was abandoned as a means of transportation and is now a ruin.

ROADS AND TURNPIKES.

After the Revolution ended and the country became more settled the necessity of good roads was apparent. The trade of Portland was extending, and it reached out its arms to northern New Hampshire and Vermont. The settlers in these regions found Portland the nearest market on the sea-coast; and in winter their trade came here, bringing on the winter roads through the White Mountain Notch supplies of produce

for the Portland market, which they exchanged for dry goods, groceries, etc. Coos men, as they were called, were an established feature of Portland winter trade. The legislature of Vermont as early as 1804 granted a charter for a turnpike from Lake Champlain through the four northern counties in that State to the Connecticut river in the most convenient direction to Portland, 170 miles.

RAILROADS.

The movement in favor of railroads began in Massachusetts as early as 1828 and extended to this State. The people of Portland desirous of extending their trade and transportation, in 1835 turned their attention to the construction of a railroad to Quebec, and Col. Long, an engineer, under the direction of the United States government surveyed the route. The result of his survey was that a line from Quebec to Belfast on Penobscot Bay was the shortest route. This enterprise died and nothing grew out of it. In 1839 a survey was made of a route from Portland to Lake Champlain by Wm. L. Dearborn, that was found to have great advantages and would open a large trade with New Hampshire and Vermont. The project failed for want of perseverance and funds.

The first railroad from Portland was the Portland, Saco & Portsmouth extending from Portland to Portsmouth, where it connected with the Eastern Railroad from Portsmouth to Boston. This road was chartered in 1837 and completed December 22, 1842, distance 51 miles. It was afterwards leased to the Eastern Railroad Company, and now forms part of the Boston & Maine system. (See Boston & Maine Railroad.) The second railroad connecting Portland with Boston was the Boston & Maine, which was formed by the consolidation, January 1, 1842, of the Boston & Portland Railroad chartered by Massachusetts in 1833, the Boston & Maine chartered in New Hampshire in 1835 and the Maine, New Hampshire & Massachusetts, chartered in Maine in 1836. This route was opened to the junction at South Ber-

wick with the Portland, Saco & Portsmouth road in 1843. In 1873 the Boston & Maine road was opened to Portland. The main line from Boston to Portland is 115 miles long, now called the western division. (See Boston & Maine Railroad.) After the completion of the railroads (two routes) connecting Portland with Boston, the plan of a railroad from Portland to Montreal was proposed by the late Hon. John A. Poor, then a resident of Bangor, and the suggestions made were responded to by the people of Portland with courage and confidence in 1844. A charter was obtained from the Maine Legislature in 1845 authorizing a railroad from Portland to the boundary line under the name of the Atlantic & St. Lawrence Railroad Company. A similar charter was obtained in Canada under the name of the St. Lawrence & Atlantic Railroad Company. The friends of the road in Portland having clearly convinced the people of Canada that the shortest route to the ocean from the St. Lawrence river was that to Portland, the two companies joined hands in this mutual enterprise. One of the methods of showing the advantages of Portland in this respect was the success of what was called

THE GREAT EXPRESS.

For the purpose of convincing the people of Canada that the distance from Montreal to Liverpool via Portland was less than by the way of Boston, and that mails could be transported in less time by the Portland route than by that of Boston, arrangements were made by the managers of the proposed Atlantic & St. Lawrence railroad company in the winter of 1846 to run an express from Halifax, by the way of Portland, to Montreal, on the arrival of the Cunard steamer at the former port on her way to Boston. The Steamer Cambria, from Liverpool to Boston, was expected to arrive at Halifax about the 16th to 18th of March. March 9th the steamer Kennebec, Captain Kimball, left Portland for Annapolis on the Bay of Fundy. Annapolis Bay being closed with ice the steamer was obliged to lay at a port twelve miles distant. The route of the express

was overland from Halifax, and relays of horses had been placed all along the road. The steamer *Cambria* arrived at 9.14 a. m., March 17. Some delay was experienced in getting papers, as the captain of the steamer tried to prevent their delivery. At length they were obtained and the express started, making the time to the steamer, 102 miles, in 10 hours and 18 minutes. A signal gun twelve miles distant gave notice to the steamer to be in readiness. On receiving the express messenger the *Kennebec* left for Portland. Delayed two hours in the Bay of Fundy, after thirty-one hours she arrived in Portland, the distance from Annapolis being 310 miles. The steamer was sighted from the observatory three hours before she arrived. A large crowd was on the wharf at the foot of India street when she came in, and at once the express started in an open sleigh for Montreal. The first part of the route, Portland to Andover, was driven by Mr. Oren Hobbs. He started at 5.15 p. m. Relays of horses were stationed at short distances. The time to Andover, 74 miles, was 4 hours 35 minutes. From Andover Mr. A. Bodge drove to Sherbrook, C. E., 90 miles, in 7 hours 37 minutes. There Mr. G. G. Waterhouse took the reins and drove to Montreal, 91 miles, in 6 hours 12 minutes. The distance, 255 miles, from Portland to Montreal, was made in 18 hours 24 minutes, most of it in the night time and through the deep snows of Dixville notch. The whole distance from Halifax to Montreal, 667 miles, including delays, was made in 50 hours, 40 minutes. The detailed arrangements for this express were made by our venerable citizen, S. T. Corser, and were successfully carried out under his directions.

The Atlantic & St. Lawrence Railroad Company was organized Sept. 25, 1845. The ceremony of breaking ground took place July 4, 1846, at the extreme end of Fish Point on Munjoy Hill at a dilapidated bastion built in the war of 1812 known as Fort Lawrence, all vestiges of which have now disappeared. The road was completed and open to Montreal, July 18, 1853, and to Quebec November 22, 1854. This road was subsequently leased for 999 years to the Grand Trunk Railway

Company of Canada and forms part of that system. (See account of Grand Trunk Railroad.)

The connection of Portland with Boston by two railroad lines awakened a desire among the people east of Portland for similar facilities of communication, and the Androscoggin & Kennebec Railroad Company was chartered in 1845 and opened in 1849. It extended from Danville Junction, 28 miles from Portland on the Atlantic & St. Lawrence Railroad, to Waterville, 55 miles, there it connected with the Penobscot & Kennebec Railroad, a line which extended from Waterville to Bangor, 55 miles, which was opened in 1855. These two roads subsequently became a part of the Maine Central system. (See Maine Central Railroad.) The Kennebec & Portland Railroad extending from Portland to Augusta a distance of 60 miles, with a branch to Bath 9 miles, was first opened from Bath to Yarmouth junction where it connected with the Atlantic & St. Lawrence Railroad. The road was subsequently extended to Portland and now forms part of the Maine Central. (See Maine Central.)

THE YORK & CUMBERLAND RAILROAD

was chartered July 30, 1846, and built from Portland to Saco river. In 1860 it was reorganized as the Portland & Rochester Railroad, and extended to Rochester, N. H. It is now under the direction of the Boston & Maine. (See Boston & Maine Railroad.)

PORTLAND & OGDENSBURG RAILROAD.

A company was chartered in 1868 to build a line of railroad from Portland through the Notch of the White Mountains to St. Johnsbury, Vermont, thence by the Lamoille and Missisquoi valleys to the foot of Lake Champlain, there to connect with the line to Ogdensburg, and by water communication to the West. The road was begun in 1869 and finished to Swanton in Vermont, with a branch to Burlington. (See Portland & Ogdensburg Railroad.)

STEAM COMMUNICATION.

The first steamer in Maine of which we have any record was the Alpha, a long flat-bottomed craft of fifteen tons propelled by a screw in the stern. She was built in 1816 by Jonathan Morgan of Alna, afterwards of Portland. She was clumsily constructed and proved a failure. The next one that we have an account of was the steamer Kennebec, advertised in the Argus of August 13, 1822 "to leave Union Wharf at 4 o'clock for North Yarmouth to spend the day, for tickets apply to A. W. Tinkham's store." Louis Pease a local poet records her advent thus:

"A fig for all your clumsy crafts,
Your pleasure boats and packets,
The *steamboat* lands you safe and soon
At Mansfield's, Trott's or Brackett's."

April 13, 1824 in the Eastern Argus is an advertisement of a line of steamers consisting of the Patent and Waterville to run from Augusta to Bath, and from Bath to Portland and Boston. The Patent was the first steamer from out of the state used to navigate the waters of Maine. She came here in 1824. She was on the route from Portland to Boston for some time. She was succeeded by the Maine, New York, Chancellor Livingstone, Connecticut and others. The Portland was built here in 1835 for the Cumberland Steam Navigation Company. Other opposition steamers were put upon the route and there was a great rivalry between the different boats. There was the Independence to Boston, the Bangor to the Penobscot, the McDonough to the Kennebec river, the Royal Tar to Eastport and St. John, the Huntress and others. All these steamers were withdrawn, and in 1844 there was no line of steamers between here and Boston. In 1844 the Portland Steam Packet Company was organized and built two propellers, the Commodore Preble and General Warren, and placed them on the route from Portland to Boston. These propellers were sold to the government at the time of the Mexican war and a side-wheel steamer, the John Marshall,

placed on the route. The operations of the company proving profitable other steamers were added to the line, viz: Atlantic, St. Lawrence, Montreal, Lewiston, Forest City, John Brooks and Tremont. All of the above except the John Brooks were built by the company. The steamers now in use by this company are the splendid steamer Tremont, the John Brooks and Forest City. In the summer season this is a most attractive and expeditious route between Portland and Boston, and the line is largely patronized. Leaving Boston at 7 o'clock p. m. the steamer arrives here in the morning and a good nights rest enables the passengers when the early light appears to have a good view of the attractive scenery of Portland Harbor and its approaches. The trains for the White Mountains, Montreal and the East leave a few hours after the steamers arrive.

Other steamers that have run on different routes from Portland were the Daniel Webster, Governor and State of Maine to Bangor; the T. F. Secar and Charles Houghton to the Kennebec and eastward; the Chesapeake, Parkersburg, Dirigo, Franconia to New York; the Admiral, Eastern City, New Brunswick, New England and New York to Eastport and St. John; the City of Richmond to Mt. Desert and Machias.

MAINE STEAMSHIP CO.

After many changes the steam communication between New York and Portland is controlled by the above company, which with three steamers, viz: the magnificent Winthrop, the Eleanora and Franconia, render to the public efficient service. Semi weekly trips are made each way, and the new Winthrop makes the trip in from 25 to 30 hours. A fine sea trip and an admirable route to the pleasure resorts of Maine. (See adv.)

INTERNATIONAL STEAMSHIP COMPANY

was organized in 1860 to extend the accommodations of steam traffic between Boston, Portland, New Brunswick and Nova Scotia. Under their management the travel between the two countries has increased very largely. The excellent side wheel

steamers run by the company are first-class, have excellent accommodations for passengers and ample room for freight. Tri-weekly trips are made from Boston and Portland to Eastport and St. John. (See adv.)

MOUNT DESERT AND MACHIAS LINE.

In 1866 Capt. Deering began running the steamer *City of Rockland* from Portland to Machiasport, touching at Rockland, Castine, Deer Isle and Southwest Harbor, and in 1868 the steamer *Lewiston* was put upon the route and was the first boat to make regular trips to Bar Harbor. This line is now owned and controlled by the Maine Central Railroad Company and is a favorite route to the attractions and beauties of this famous Maine resort. (See adv.)

KENNEBEC RIVER AND DAMARISCOTTA.

These two routes having remained closed for some years have again been opened and in 1887 steamers commenced running on them. On the Kennebec route a steamer runs to points on the Kennebec river, and on the Damariscotta route the steamer *Enterprise* makes tri-weekly trips to Boothbay, Damariscotta, &c. (See adv. and Casco Bay.)

RAILROADS.

The railroad lines which now center in Portland are the Grand Trunk, Maine Central, Boston & Maine, Portland & Ogdensburg, and the Portland & Rochester.

THE GRAND TRUNK RAILROAD.

The Grand Trunk Railroad is one of the principal routes of the country extending from the east to the west. Commencing on the Atlantic at Portland where its grounds and station accommodations are of the largest and best in the country, it extends through Maine, New Hampshire, Vermont and Canada to Montreal, and from thence to the Great Lakes. "Probably

no line of railroad on the American continent embraces in its route so great a variety of scenery. From the wave-washed Atlantic coast at Casco Bay to the mighty inland seas whose waters swell the volume of the majestic St. Lawrence, a charming panorama of mountain, lake and river scenery passes in pleasing variety before the vision of the tourist, with the picture occasionally enlivened by charming villages and flourishing cities, or perchance a peaceful rural scene, its quiet repose only for the moment awakened as the rapidly moving train quickens its pulse from its usual beat then leaves it to resume its peaceful stillness." As a highway of commerce it transports from the far West the products of industry to the Atlantic, and from Montreal and Portland in the winter, conveys them across the ocean to the markets of other countries. Parties from the West visiting Portland can take this road at Chicago and other western points; from Canada, at Montreal, Quebec, etc.; from the White Mountains, at Gorham, N. H.

MAINE CENTRAL RAILROAD.

This is the great line of transportation east and west through the State of Maine. Commencing at Portland it extends by two routes (diverging at Cumberland) to the Kennebec river at Waterville, the lower route passing through Yarmouth, Brunswick, Augusta and Vassalboro, the upper route, through Auburn, Lewiston, Winthrop and Oakland. At Waterville the two routes connect, and the (one) road from there continues to Bangor and Vanceboro, there connecting with the railroads of New Brunswick. The connections and branches from the main lines are, viz: At Yarmouth with the Grand Trunk Railroad to the White Mountains, Montreal and the West; at Brunswick to Bath; at Brunswick to Lewiston and Farmington; at Farmington with the Sandy River Railroad (narrow gauge) to Phillips and the Rangeley Lakes; at Oakland to North Anson; at Waterville to Skowhegan; at Burnham to Belfast; at Newport to Dexter; at Bangor to Bucksport; at Bangor to Mt. Desert Ferry; at Oldtown with the Bangor and Piscataquis

Railroad to Moosehead Lake. The route of this road is through some of the finest scenery in the State, and all the famous summer resorts including Casco Bay with its numerous islands, the beaches of Old Orchard, the fine ocean views of Cape Elizabeth, are easily accessible by it. Its smooth road bed, steel rails and elegant coaches are a great improvement on the roads in the State of Maine twenty years ago. On



THE NEW UNION STATION ON CONGRESS STREET.

the completion in July of the new Union Station in this city its terminal passenger facilities will be equal to any road in the country. The new station will be easily accessible by street cars from any part of the city.

BOSTON & MAINE RAILROAD.

The system of railroads now controlled and operated by the Boston & Maine is the most extensive in New England. Beginning originally as a single track extending from the Lowell road, it slowly crept its way through New Hampshire to the boundary line of Maine and from there by a connecting road reaching Portland. It has now by its extensions and leases become the great railroad of New England. Two independent roads in its system lead from Boston to Portland.

Along its eastern line are the well-known sea shore resorts between Boston and Portland. The inland route gives access to the White Mountain and Lake regions, Wolfboro and Lake Winnepesaukee, and by Portland & Ogdensburg connections to North Conway, Fabyan's, Crawford's, Mount Washington, &c. The route from Worcester to Portland via Nashua and Rochester forms part of the direct route from New York to Portland, by which transfers in Boston are avoided. At Portland by the Maine Central and Grand Trunk connections, Mount Desert, Campobello, Moosehead Lake, Rangeley Lakes, and the fishing and sporting grounds of northern Maine, New Brunswick and New Hampshire are reached. Since Maine has become so attractive a place for the tourist and summer visitor the facilities for reaching it have been greatly improved by the Boston & Maine Railroad. Old Orchard has become one of the finest watering places in the country. Cape Elizabeth, Scarborough Beach, Portland and the islands of Casco Bay are by these improved facilities of transportation being brought into notice and made more accessible. Parlor cars are on day trains between Boston and Portland and Boston and Fabyan's. The management of the route is liberal and all requirements necessary for the comfort and convenience of passengers are complied with.

PORTLAND & OGDENSEBURG RAILROAD.

The passenger station of this road is at present with the Boston & Maine Railroad on Commercial street at the foot of State. This road was projected as a commercial route to connect Portland with the waters of the St. Lawrence and the Great Lakes. It has been built at great expense through the Notch of the White Mountains. It has not as yet met the expectations of its projectors as a commercial enterprise but incidentally it has become a pleasure route of travel unsurpassed for the grandeur of its scenery by any in the country. Tourists in the White Mountain region from Saratoga, Lake Champlain and Canada, after the enjoyment of the attractions

of those resorts, come over this road through the Notch of the White Mountains to visit Portland and the summer resorts of Casco Bay and Old Orchard. The route from Portland is to the beautiful inland lake, Sebago, thence by the rushing waters of the Saco through the plains of quiet Fryeburg to the intervals and mountain scenery of Conway. Following the valley of the Saco the road climbs up the sharp ascent that leads through the gateway of the Notch to the Crawford and Fabyan houses surrounded by the majestic monarchs of the hills, thence crossing the Connecticut river, by the hillsides of Northern Vermont, to the waters of Lake Champlain.

PORTLAND & ROCHESTER RAILROAD.

This road forms a part of the Boston & Maine system. It runs from Portland to Rochester, N. H., where it connects with the roads leading to Boston and also with the Rochester, Nashua & Worcester road and thence to New York, saving many miles of travel between Portland and the great metropolis. It passes through the villages of Woodfords, Morrill's Corner, Cumberland Mills, Saccarappa, Gorham, crosses the Saco and runs through Waterboro, Alfred, and on to Rochester. Alton Bay and Lake Winnepesaukee are but a few miles distant. In the summer excursion trains run from Portland so that a trip can be made to Center Harbor and back the same day. At Morrill's Corner (called Westbrook Junction) it connects with the Maine Central Railroad, so that passengers to and from Bar Harbor can pass by this route via Worcester, avoiding transfers in Boston. It is intended this summer to run an express by this line from New York to Bar Harbor and return, which will shorten the time.

The Station in Portland is at the foot of Preble street.

SHIPPING.

Portland has been from the first a commercial port. Ship building and commerce have in the past been its principal industries. At a very early date ship building began. The

first ship yard was established at the cove east of India street and continued there until 1850. The transportation of masts for the British navy required large ships. Some of them were built here and also other smaller vessels. In 1752 7 schooners and 15 sloops, 1367 tons, were owned here. In 1774 the tonnage was 5,355; in 1789, 5,000; in 1793, 11,173; in 1807, 39,009. During the embargo and the war of 1812 it fell off but after the war it increased and reached its highest point in 1862 when it stood at 133,162 tons, comprising 45 ships, 53 barks, 38 brigs, 161 schooners, 5 sloops and 12 steamers. The decline in American commerce since the war of the Rebellion has been unfavorable to the shipping interests of this city. There are now, 1888, belonging to this district 16 ships, 35 barks, 12 barkentines, 18 brigs, 146 schooners, 21 sloops, 41 steamers and 58 vessels under 20 tons, in all amounting to 115,000 tons. There are six lines of steamers coastwise and to the British Provinces. In the winter season after the navigation of the St. Lawrence is closed, some of the lines of ocean steamers which sail between Montreal and Great Britain make Portland their winter port, and weekly and fortnightly trips are made from here to Liverpool, Glasgow and other British ports. The steamers that have done this service in the past few years are the Allan, Dominion, Beaver and Furness lines. The value of the exports of Portland for the year 1887, was \$7,261,629, that of imports \$8,676,133.

The harbor is under the direction of the Harbor Master. There are seven steam tugs here used for towing, etc.

There are 30 wharves on the harbor side of the city, viz: Atlantic, foot of India St., Berlin Mills from 404 (new) Commercial St., from 334 (old) Commercial St., Boston and Maine from 366 Commercial St., Brown's from 320 Commercial St., Burnham from 66 Commercial St., Central from 192 Commercial St., Commercial from 152 Commercial St., Custom House from 96 Commercial St., Deake from 448 Commercial St., Dyer's from 458 Commercial St., Franklin from 46 Commercial St., Galt from 18 Commercial St., Gas Company foot

of Clark St., Grand Trunk east of Grand Trunk Station, Hobson from 390 Commercial St., Holyoke from 416 Commercial St., Long from 174 Commercial St., Maine from 78 Commercial St., Merchants from 310 Commercial St., Merrill from 254 Commercial St., Portland Company's adjoining works, Portland Pier from 132 Commercial St., Railroad from 468 Commercial St., Richardson from 278 Commercial St., Sturdivant's from 426 Commercial St., Union from 232 Commercial St., Widgery's from 210 Commercial St., Victoria at Fish Point.



Promenades, Cemeteries and Public Grounds.

THE spacious walks and driveways at the eastern and western extremities of the city were projected in 1835, the period of inflated prosperity caused by the land speculation. They were constructed by the city during the administration of Levi Cutter, Mayor in 1836-37. The one on Munjoy Hill, called the Eastern Promenade, begins at the easterly end of Fore street and extends around the hill, a little below the crest on the water side, six thousand and sixty-four feet to Washington street, and is at first five rods wide for a short distance, then widens to nine rods. The other, called the Western Promenade, is on the brow of Bramhall Hill and is a Broadway, over one hundred feet wide, extending from Arsenal street to Danforth street, three thousand seven hundred feet in length. They are both somewhat ornamented with trees (there should be more) and afford varied and beautiful prospects embracing the ocean, Casco Bay and its jeweled islands, the White Mountains and the range of elevated land from those lofty summits to Agamentiens hills by the ocean in York, while beneath the eye are charming landscapes of hill, plain and river, all forming an attractive combination of scenery rarely to be found in any country.

CEMETERIES.

At the corner of Congress and Mountfort streets is the oldest burial ground in the city, the "Eastern Cemetery." For over two hundred years it has been thus used. Here undoubtedly

was our first settler, George Cleve, interred. Here also are the tombs and monuments of many of the distinguished and eminent of the town during two centuries of its existence. This venerable cemetery is well worthy of the study of historians and visitors. The oldest stone that is legible is that of Mrs. Mary Green who died May 23, 1717. Parson Smith's tomb, Wm. Tyng's monument, Commodore Preble's elegant marble structure, the monument of Captains Burrows and Blythe, Lieut. Henry Wadsworth's memorial and other tributes in stone and marble will interest those who visit this quiet retreat. Within a few years an elegant monument of polished red granite has been erected over the remains of Admiral James Alden. This distinguished son of Portland, who died on the Pacific coast, made it his last request that his body be transported to Portland and laid by the side of his father and mother in this old cemetery.

WESTERN CEMETERY.

In 1829 a new burial ground was opened on the south side of Bramhall's Hill, containing fifteen acres, and soon became a popular place of interment and is well filled with handsome tombs and monuments. The most conspicuous monuments are the one erected to Chief Justice Mellen by the bar of the State, and the one to Master Jackson, an old school teacher of the town, by his pupils. Among the tombs are those of the Longfellow, Davels, Nichols and other prominent families of the city.

EVERGREEN CEMETERY.

As the older cemeteries in the city began to be crowded there was a prevalent feeling that the dead ought to be buried beyond the city limits. In order to gratify the feeling of the community, the city in 1852 purchased on Steven's Plains in Westbrook (now Deering), three miles from the city, a tract of fifty-five acres, and laid out there Evergreen Cemetery, which is now one of the largest and finest suburban cemeteries in the

country. Additional purchases of land have increased its area till it now contains 230 acres. The income and expenditures of the cemetery are about \$15,000 yearly. The entrance is through an avenue bordered by shade trees and evergreen hedges. It is covered with a various growth of trees and evergreen. On the right is the large receiving tomb, built of granite and covered with turf except the front. Many costly and elegant monuments adorn the grounds. The lots are regularly laid out, and the principal style is a granite base with turf covered mound. At the western end at the foot of the slope are some beautiful ponds with rustic seats, where children watch with delight the feeding swans and ducks which float upon the waters. This retired spot attracts thousands of visitors during the summer days, especially upon Sundays. On Memorial Day when the soldiers' graves are decorated large crowds of people attend. Evergreen Cemetery can be reached by horse cars from the head of Preble street each half hour during the day. Evergreen Cemetery is under the charge of three commissioners appointed by the Mayor for three years. The present Board is John J. Gerrish, Renel S. Maxey, and Fred E. Haskell.

FOREST CITY CEMETERY

contains about fifty acres, is situated on the Cape Elizabeth shore near Vaughan's Bridge, and about two and a half miles from the center of the city. It is well laid out, the soil is well adapted to the purposes of a cemetery and the lots are all sold at inexpensive prices.

MOUNT CALVARY CEMETERY.

Before Bishop Bacon took charge of the diocese of Portland the Roman Catholics had used a portion of the Western Cemetery, which had been set apart for their exclusive use as a burial ground. The Bishop, seeing the need of more enlarged accommodations for the exclusive use of the members of his denomination, purchased six acres of land in Cape Elizabeth

near the Boston & Maine Railroad. A neat chapel has been erected on it and the ground consecrated under the name of Mount Calvary Cemetery. It is now the burial place for the dead of that denomination. It is laid out in lots and has many beautiful monuments consecrated to the memory of the dead.

PARKS.

The small area of the city prohibits any extensive system of Parks such as other cities are ornamented with. The Promenades in themselves are extensive pleasure grounds. The Deering Park, formerly Deering's Oaks, immortalized by Longfellow in these words

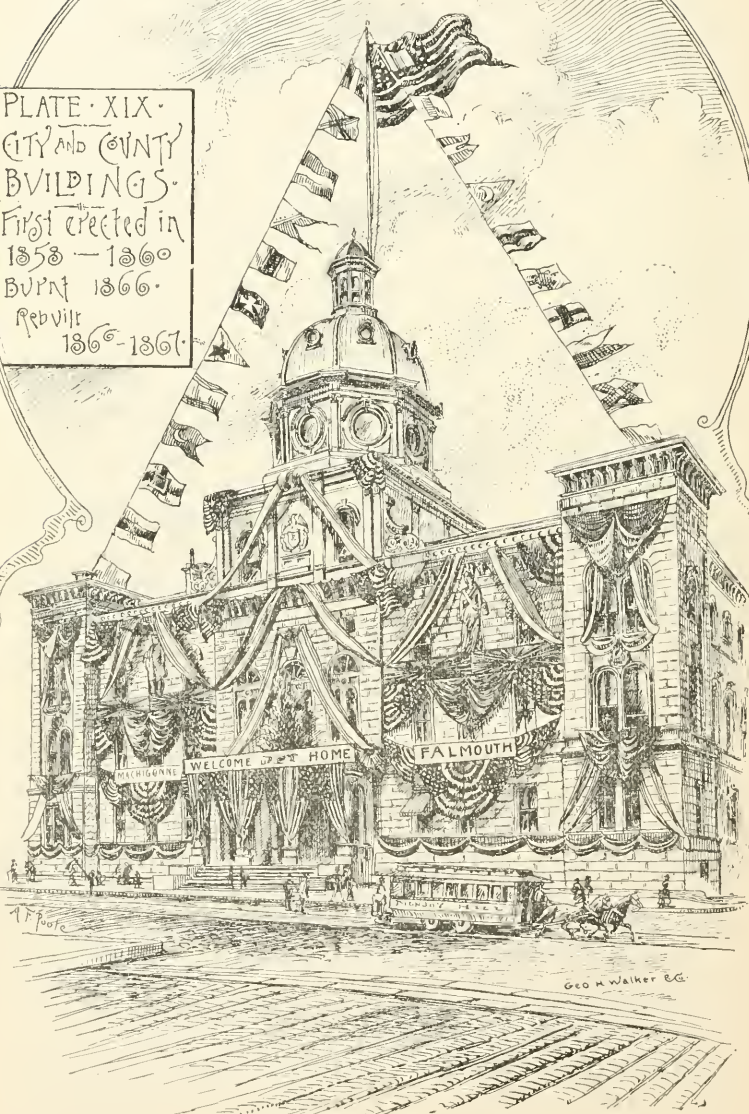
"I can see the breezy dome of groves,
The shadows of Deering's woods:"

is the principal public ground of the city. It contains above forty acres and was donated to the city by the Deering and Preble heirs. Great improvements have been made there since the city obtained it. A pond has been constructed, walks and paths laid out and a music stand built. It is kept in fine order. On pleasant days and Sundays it is a favorite resort of many of our citizens who beneath its grand old oaks enjoy its cool breezes and shady resorts. There and in its vicinity in 1689 was fought a great battle between the Indians and whites. (See p. 5.)

Lincoln Park is a small square containing two and a half acres lying between Congress, Federal, Pearl and Franklin streets, and a part of the burnt district. It is surrounded by an iron fence resting on granite posts. It has many trees, an imposing fountain, concrete paths, and seats for the convenience of visitors. As a breathing spot in the center of the city it is appreciated by its numerous visitors. The site of the former residence of Commodore James Alden forms part of this Park.

The cemeteries and public grounds of the city are under the charge of a commission appointed by the Mayor, each one of whom is appointed for three years. The present commissioners are Alonzo W. Smith, Jacob S. Winslow, Herbert G. Briggs.

PLATE · XIX ·
CITY AND COUNTY
BUILDINGS ·
First erected in
1853 — 1860
Burnt 1866 ·
Rebuilt
1866 — 1867 ·



THE NEW CITY HALL.

As it appeared at the Centennial Celebration, July 4, 1886.

The Public Buildings.

CITY, COUNTY AND UNITED STATES BUILDINGS.

FREVIOUS to 1825 there were no public buildings of any importance here. At the time of the Revolution the court house, town house and engine house were at the corner of King and Middle streets and were burnt by Mowatt in 1775. The old center school house on Congress street was subsequently for many years the town house. The school houses owned by the town were a few one-story wooden buildings. The first brick one was built in 1802, being a small building near the Eastern Cemetery. The post office was located in a private building, the last one used being on Union street. The custom house had a similar situation at the corner of Plum and Fore streets. The first public building of any importance was the town hall, now known as the Old City Hall, built in 1825. The Custom House that occupied the site of the present one on Fore street was built in 1830. It was of stone and was taken down in 1867 to make place for the present fine structure. In 1837 the construction of the Merchants' Exchange was begun at the corner of Exchange and Middle streets. It was built of granite and was a very imposing edifice. The company that commenced it failed in the undertaking and it was purchased by the city and completed in 1840 at a cost of \$50,000. It was occupied for City offices, Post Office, United States courts and other offices. The lower story of the building on Exchange street was used for stores. The city sold it to the United States in 1849 for \$149,000, and it was remodeled for a custom house and other United States offices. It was totally destroyed by fire in 1854. The ruins

were removed and a smaller granite building erected on the site and used for the same purposes. This building went through the fire of 1866 without destruction as it was considered to be fire-proof. After the fire it was found to be so much injured by the intense heat to which it had been subjected that it was necessary to take it down, and the present elegant white marble building, used as the Post Office and United States court house, costing \$400,000, was then erected. In 1786 the county built a new wooden court house on the site of the present City Hall. This was removed in 1816 and a brick court house took its place. This was enlarged and remained till 1858. On the lot adjoining was built in 1820 a wooden building used in connection with the adjoining court house as a State House until the capital was removed to Augusta. This wooden building was occupied after the Exchange was sold for City offices up to 1860. In 1858 the need of a new building for City and County purposes resulted in the completion, in 1860, of the new City and County buildings at a cost of near \$200,000, the county contributing the land. This was destroyed in the fire of 1866 and re-built in 1867-68, with some slight changes, at a cost of \$400,000.

This building, the finest in the State, stands at the head of Exchange street, on Congress. It is an imposing structure and is a prominent landmark from any part of the city or its vicinity. It has a frontage of one hundred and fifty feet, a length of two hundred and twenty-one feet, with corner towers seventy-five feet high. The top of the dome is one hundred and sixty feet from the street. From it you obtain a fine view of the central part of the city, the surrounding country, the ocean and islands of Casco Bay. The front of the building is built of Nova Scotia Albert freestone, the side and rear walls of pressed brick with Albert stone trimmings. The building contains eighty rooms. The City and County offices and Court rooms are all here. The basement contains the Police station, Municipal Court room and other offices. On the first floor in the right wing are the County offices with two court rooms

above. In the left wing are the City offices. In the second story floor is the City Hall, the largest and finest in the State, one hundred and thirteen feet long, eighty wide and thirty-five high. It is finely finished, has a gallery on three sides and will contain three thousand people. This hall is in constant use for lectures, concerts, theatrical performances, popular gatherings and political meetings. Connected with it is a small hall called Reception Hall.

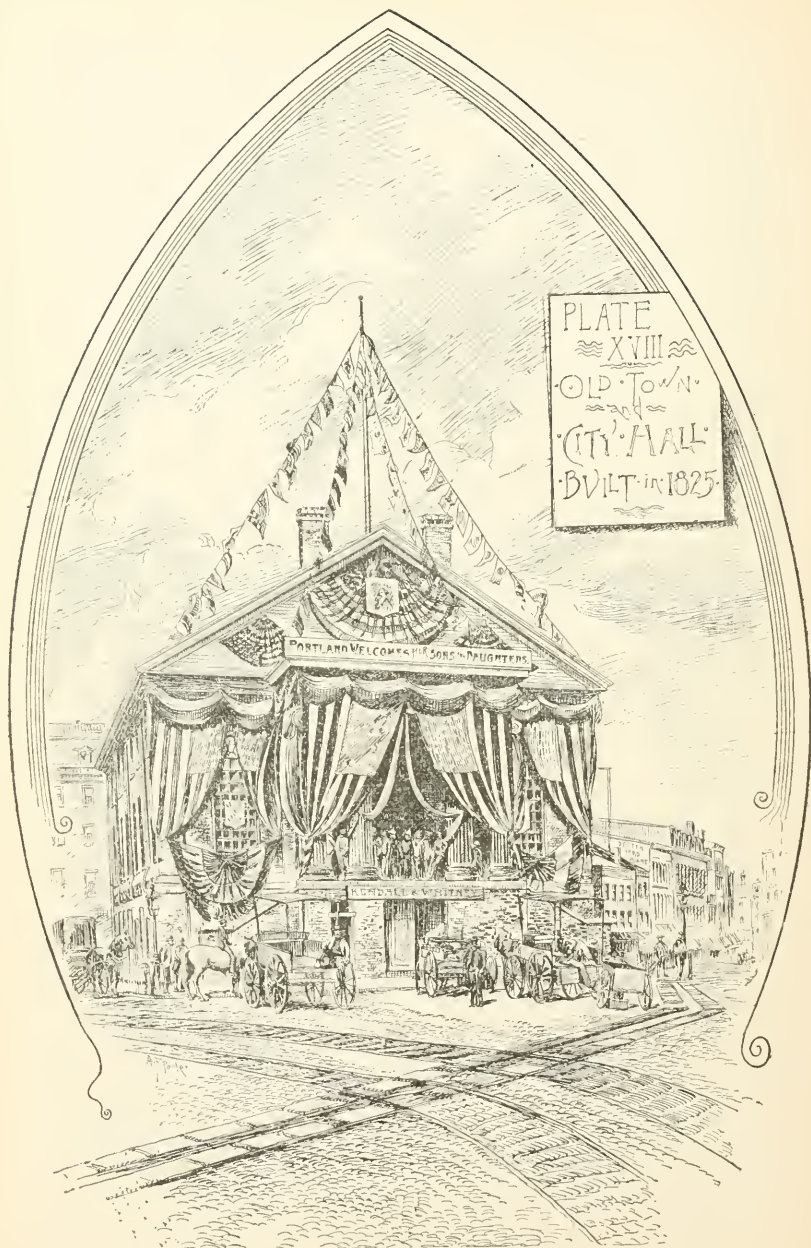
OLD CITY HALL.

As the public sentiment of this city has been expressed in favor of the destruction of this historical building a short sketch of its history is now appropriate.

This building was erected in 1825, at a cost to the city of nearly \$20,000, and was called the Town Hall. In 1832, when the town became a city, it was called the City Hall. Since 1852, when the new City Hall was built, it has been called Market Hall. The building was used for municipal purposes, and the Mechanics Library had a place there for some years. The hall was the place where most of the popular assemblies of the citizens, concerts and lectures were held, till the new City Hall was erected. The third story was and is now used as an armory and drill room for the independent military companies of the city. The lower story had always been used for stores and a market up to April 24, 1882.

The ground upon which this building stands has been the scene of much that is patriotic and wise. The stirring words should be remembered that here rang from the eloquent lips of Sargent S. Prentiss, Samuel Fessenden, James Appleton, Nathan Winslow, Peter Morrill, Frederick Douglass, Charles Sumner, Wendell Phillips, Lloyd Garrison, Parker Pillsbury, and others.

It was here that the Free Soil party was formed, the beginning of the great events that abolished slavery, and cemented our country into one indissoluble Union. It was here that the first soldiers of our city consecrated themselves, their fortunes, and their lives to the maintenance of the Union against a slave-



THE OLD CITY HALL.

As it appeared at the Centennial Celebration, July 4, 1886.

holders' rebellion. It was here that they drilled and marched forth to battle—many of them to death—in defence of the flag of the nation. It was here that the people rallied to rejoice and thank God for the close of the war, and the establishment of peace upon the broad foundation of the Declaration of Independence.

Parson Smith says, under date of August 24, 1768: "There was a mob to rescue Nathan Winslow from jail, but they were defeated," and Willis, in a note, says: "The jail stood where the (old) City Hall now stands: the jailer at that time was Daniel Ilsley, father of the late Isaac Ilsley. He lived in a part of the building. Isaac, who was then three years old, was seized from his bed by the servant, and carried over the way to Dr. Deane's house [now called the Chadwick House, rear of Farrington block,] for protection. Mr. Winslow was committed to jail May 26, 1768, on an execution in favor of Wm. Molineux of Boston, for £2,657. The people did not think the debt a just one, and that he ought not to be put in jail for it, and therefore endeavored to rescue him."

The records of the ownership and transfers of this lot of land, so far as we can collect them, are as follows:

The lot extended from the United States Hotel to the junction of Congress and Middle streets—about 240 feet on Congress street, and 250 feet on Middle street, and 125 feet adjoining the United States Hotel. It was sold in 1736 by Benjamin Larrabee to John Waite, William Cotton, and James Milk. They sold the lot to the County of York in 1753, for a "prison-house," and a jail was built on the lot, the jail-yard being that part of the lot which now fronts the United States Hotel. The balance of the lot west of the jail was used for a hay market.

The County of York in 1787 sold the whole lot to the County of Cumberland, which in 1788 sold the west part of it, out to the heater, to Joseph Noyes, Ebenezer and Woodbury Storer. In 1791 Noyes sold his interest to the Storers. The balance of the lot, being that part used for the jail, was con-

veyed to the town of Portland by the County of Cumberland, in exchange for the lot where the City and County buildings are now situated, in 1795. One of the conditions of this conveyance was, 'that the lot of land conveyed by this deed afore-said, should be appropriated for a market;' and it was used for that purpose previous to the construction of the Town Hall, and when the present building was erected in 1824 a market was established in the lower story, and so continued for some years, the last occupant of a stall being the late Andrew A. Osgood. The restriction as to the use of the lot for a market was removed by the County in 1857, and subsequently the whole lower story leased to Kendall & Whitney.

That part of the lot owned by Ebenezer and Woodbury Storer was 146 feet on Congress, and 156 feet on Middle street. They divided this between them in 1792, Ebenezer Storer taking the easterly part adjoining the jail lot, and Woodbury Storer the westerly part, including the heater part. The Storer title through conveyances from various parties, viz: Portland Bank, Robert Boyd, John Horton, Samuel Stephenson, Stephen Longfellow, Daniel How, Jonas Mills, Joseph Thaxter, Nathaniel Shaw, and Stephen Borden, became vested in the Town of Portland in 1824. It was then occupied by wooden buildings, and they were removed, and the Town Hall was built. Most of these conveyances were by quitclaim deeds, and the condition in Joseph Thaxter's deed was "that the same shall be occupied and improved for a Town Hall or Market House, or as an avenue or appurtenant to, or privilege of, a Market House or Town Hall." The city in 1871 paid the heirs of Joseph Thaxter \$2,000 for their lease of this condition.

A portion of this lot is undoubtedly part of the land conveyed from George Burroughs to John Skillings in 1683 and 1686. In 1792 the Skillings heirs claimed to own it, and leased it to Enoch Hsley for 99 years, from April 10, 1792, which lease expires in 1891. This lease was recorded Aug. 20, 1869, and if it is sustained the city will have not a small sum to pay.

SCHOOL HOUSES.

In this class of buildings great improvements have been made within the past thirty years. The principal school edifices in the city are, High School for boys and girls on Cumberland street, North School on Congress street, Shailer School on North street, Butler School corner of West and Pine, Carroll Street School on Carroll street. These are all model buildings furnished with all the modern improvements necessary for school houses.

The buildings now owned by the city including school houses and engine houses are over thirty-five in number and are valued at about \$800,000.

COUNTY BUILDINGS

The only building owned by the County of Cumberland is the jail and work shop, situated on the square bounded by Greenleaf, Madison, Anderson and Monroe streets. This is a large building built of granite and brick, the keeper's house in the center being built of brick and the two wings of granite. This is the jail proper. A brick work shop adjoins, connected with one of the wings. The jail was built in 1859 at a cost of about \$100,000.



Fire Department, Etc.

FIRE ALARM, POLICE TELEGRAPH, GAS LIGHTS, ELECTRIC LIGHTS,
TELEPHONES AND WATER WORKS.

THE city has a very effective Fire Department consisting of five steam engine companies, seventeen men each, one hose company, twelve men, three hook and ladder companies, twelve men each, one hand engine company on Peaks Island. There is a chief engineer, and four assistants. The apparatus consists of six steam fire engines, one hose carriage, three hook and ladder carriages, one hand engine on Peaks Island. The expenditures for the Department for 1886-87 was \$22,000.

FIRE ALARM AND POLICE TELEGRAPH.

The system used in this city is that of the Gamewell Company, which was (the fire alarm) first introduced here in 1867. There are 56 alarm boxes in different parts of the city, 8 bell strikers attached to church bells, 6 engine house gongs, 75 tapper gongs, 45 miles of wire.

The Police Telegraph was put into operation in 1887. There are 20 signal stations with telephones and office apparatus. A patrol wagon with two drivers forms part of the system and is kept in constant readiness to answer to calls. The telegraph system is under the charge of Levi Cummings, City Electrician, whose office is in the third story of the City Building. Telephones are largely used in this city, the number of subscribers here being over 700. They were first introduced here about ten years since.

THE PORTLAND GAS LIGHT COMPANY.

The Portland Gas Light Company was incorporated in 1849, and the construction of its works began in 1850. The works of the Company are situated on West Commercial street near the foot of Clark street. Its mains are extended into nearly all the streets of the city. The capital stock of the Company is \$350,000, of which the city owns \$85,000. A regular annual dividend of ten per cent. is paid. Within the past five years extra dividends amounting to over one hundred per cent. have been paid. The price of gas to consumers is \$1.80 per m. feet. No street lamps are now lighted by gas, electric lights having taken their place. The office of the Company is at No. 55 Exchange street. Edward H. Davis, President; Samuel Rolfe, Treasurer.

ELECTRIC LIGHTS.

The first introduction of this mode of lighting was in 1884. Several companies have been formed here and different systems used. These Companies are all now consolidated into The Consolidated Electric Light Company, whose works are situated on Plum street. The city streets are lighted by this Company who furnish 168 arc lights and 250 incandescence lights. Franklin J. Rollins is the President and George P. Wescott the Treasurer of the Company.

WATER WORKS.

Previous to the fire of 1866 the subject of the introduction of water into the city was at different times considered by the citizens and the City Government. The late F. O. J. Smith had proposed to use the Cumberland and Oxford Canal to bring water from Sebago Lake to the basin near the foot of Bramhall Hill, and by pumping, supply a reservoir to be built on the hill, and furnish the city from that source. Another project was to build a dam at the lower Presumpscot Falls and by the power there obtained to force the water into a reservoir

to be constructed on Graves' or Munjoy Hill, and to distribute from there to the city. It was claimed that the laying of pipes in the streets of the city, on account of the large rock formation, would be very expensive, and all these water projects subsided. In February 1866, the Portland Water Company was incorporated to bring water from Long Creek in Cape Elizabeth for the supply of the city. After the great fire of 1866 there was a great interest felt in regard to the introduction of water into the city, and in 1867 the company's charter was amended so as to take the water from Lake Sebago. The company was organized and the first ground broken at Saccarappa village, May 4, 1867. The water was let into the pipes of the city July 4, 1870, the latter occasion being celebrated by a military and civic parade. Lake Sebago from whence the water is taken is sufficient to supply the largest city in the world, being four hundred feet in depth, and with its tributary lakelets more than two hundred square miles in superficial extent. It is 267 feet above tide water at Portland, so that its water can be carried into the highest building in the city. The water from the lake is received into a brick conduit 4 feet broad and $4\frac{1}{2}$ high a little more than a mile in length, constructed part of the way through a ledge of hard rock to the lower gate house, from thence two mains 20 and 24 inches in diameter in the clear composed of iron lined and covered with cement, conduct the water through the town of Standish, thence by the highway through Gorham and the villages of Saccarappa and Stroudwater across the bridge to the easterly bank of Fore river, and thence by the main road to the reservoir on Bramhall Hill, bounded by Vaughan, Brackett and Chadwick streets. This reservoir, which has an area of one hundred thousand square feet, has a capacity of about twelve million gallons. A new reservoir on Munjoy Hill between North street and the Eastern Promenade is being constructed at a cost of about \$100,000 and will have a capacity of twenty million gallons, and cover nearly six acres of ground. When this reservoir is completed it is intended to use both reservoirs to supply the

low levels of the city. The high levels to be supplied direct from the lake. The village of Cumberland Mills is connected by a branch pipe from the main at Saccarappa, also Stroud-water village and the Reform School have a supply of water from the main pipe. A large portion of the town of Deering, by a contract made with the town, has the benefit of water supplied by this company through a main leading across Deering's Bridge. Within a short time it is expected that the pipes will be extended across Portland Bridge into portions of the town of Cape Elizabeth. The company supplies water to the city for its public buildings and fire purposes free. For water for other purposes the city pays the company \$4,000 yearly. There are in the city 300 hydrants. The offices of of the company are at No. 33 Plum street. D. W. Clark, President: George P. Wescott, Treasurer.



The Public Schools and Other Educational Institutions.

NOTE.—The principal part of this paper is taken from the article written by Edward H. Elwell, Esq., "The Schools of Portland."

THE early laws of Massachusetts required every town, under penalty, to support one school-master constantly, and those containing one hundred families to maintain a grammar school. The present school system of Portland is the culminative growth from feeble beginnings till it has reached the present important situation.

The first definite mention of the engagement of a school-master appears in 1733 when Robert Bayley was hired at a salary of seventy pounds to keep six months upon the Neck, three months at Purpooduck, and three on the north side of Back Cove. Mr. Bayley was succeeded in 1736 by a Mr. Sewall, and in 1739–41 by Nicholas Hodge, a Harvard student. After him came Samuel Stone who kept a school on Fore street at the foot of (now) Center. In 1745 came Stephen Longfellow, great grandfather of the poet, who opened a school at the corner of Middle and (now) Pearl streets. He continued to be the principal instructor in town until 1760. Another school was however opened in 1763 by John Wiswell who afterwards became the first rector of St. Paul's Church. Succeeding school-masters on the Neck were Peter T. Smith, son of Rev. Thomas, one Mr. Wallace an Englishman, Jona. Webb in 1756, Moses Holt in 1770, one Lyon an old countryman, David Wyer and Theophilus Bradley afterwards prominent lawyers, and Judge Samuel Freeman who kept in a

school house at the corner of Middle and King (now India) streets. After the Revolution a period of renewed activity and prosperity set in, and a new interest was awakened in the cause of education. In 1786 the town voted to build a school house in the center of the town. In 1788 they voted to have three school houses: and the same year they voted to build a school house at the south end of the town. The early schools were all taught by masters. The earliest dame school we hear of was one kept previous to the Revolution by Mrs. Clark on Plum street. Miss Sarah Thrasher was a famous teacher in her day. She was one of the first primary school teachers of the town. Miss Bowers kept a private school many years since, in a lane leading from Plum to Union street. Mrs. Hobbs, Miss Simonton, the Haines and Lowells are well remembered now as being successful female teachers. The first grammar school was the North school, which was kept in a building on the northwest corner of Middle and King (now India) street. The building was removed in 1774. After the Revolution another school building was erected in the same spot and continued there till 1816 when it was sold at auction and the proceeds appropriated to the construction of the school house near the burying ground.

In 1802 the first brick school house was built. I think that it was a small building which stood in the rear of the North school house lot on Congress street near the burying ground. The succession of the early teachers in this school were Nicholas Loring, Master Boynton, Master Jenkins, Royal Gurley, Albert Winslow, Samuel Kelley, Master Whitmore and Henry A. Jones, up to 1850. The Center grammar school was in a two-storied wooden building on Congress street opposite the head of Chapel street. It was in part occupied by the Portland Academy, and the lower story was used as a Town House. It was burnt in the fire of 1866. The teachers who kept there were Stephen Cotton, Master Moody, Moses Hall, Hugh Prince, Caleb Chase and others.

In 1824 the Latin Grammar School was kept there by

Joseph Libby. The first Grammar School was opened in it.

In 1810 there were thirty schools in the town exclusive of the Academy, viz: four public schools for boys, four for girls, three private schools for boys, Misses Martin's boarding school, eighteen private schools for young children.

In September 1825 there were nine public schools. Total scholars, 1,038.

The South school was kept about 1820 in a large square one story wooden building which stood at the northeast corner of Center and Free streets. The early teachers in this school were Rev. Charles Freeman, Master Moody, Hugh Prince and Capt. Cornelius Barnes, who in 1824 was succeeded by Henry Jackson who held the school until the close of his life in 1850. In 1828 the school was removed from Center street to a low brick building on Spring street near Oak. In 1814 a mixed school was kept in a building near the corner of State and Spring streets. It was kept by Isaac Weston, John A. Douglass and Peter Merrill. It subsequently became a grammar school for girls.

HIGH SCHOOL.

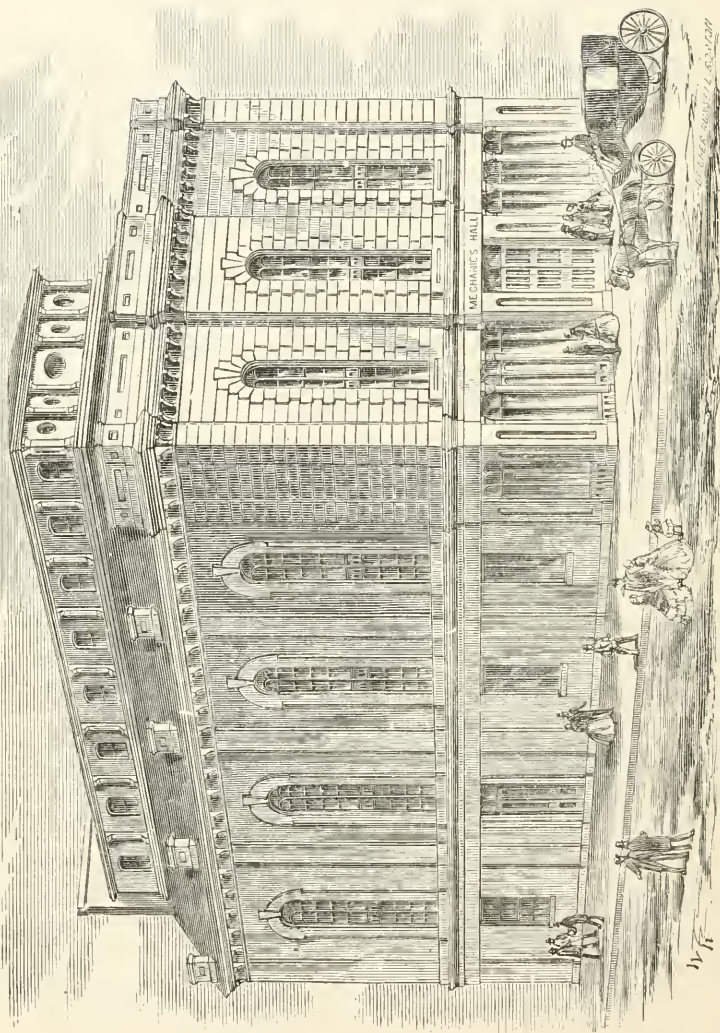
In 1821 the Latin School was organized and kept in the Center School House on Congress street. Subsequently the school was divided into two schools, a Latin School and a High School, and kept in a brick school-house on the corner of Oak and Spring streets. They were afterwards united into one under the name of English High School and kept by Master Joseph Libby up to 1850 when he resigned. The Girls' High School was established in 1850 and first kept by Moses Woolson. The two High Schools for boys and girls were united in 1863. Wm. P. Tucker was the principal with seven assistants. The elegant school building on Cumberland street was built in 1863.

Of the Primary Schools we have not space to mention. Of the many private schools that were established Portland Academy was the principal one. It was discontinued some

years since and its funds transferred to other societies. Other schools were kept for boys by Masters Loring, Greeley, Neal, Hacker, Packard and others: for girls, by Misses Martin, Mayo, Cross, Kellog, Thaxter, Murray, Neal, Paine. Rev. S. Adams, Master Furbish and others. There are but few private schools now in the city, the public schools having almost entirely supplanted them. A boys Latin School which has a military discipline, the scholars wearing uniforms, is now kept at Union Hall by Masters Leighton and Crane. This school has a high rank and is considered as among the best of our educational institutions. There are a number of Catholic Parochial schools under the charge of some of the Catholic sisterhood. There are now in this city 22 public schools, 163 teachers, 6,339 scholars, viz: boys 3,608, girls 2,731.

MAINE CHARITABLE MECHANICS ASSOCIATION.

This association was organized in 1815. Its objects were the promotion of Mechanic arts, the diffusion of knowledge and the support of the Apprentice's Library. Its membership during its seventy-three years of existence has been from the best representatives of our mechanical industries. Its first officers were John Phillips, President: Phineas Varnum, Vice President: John Leavitt, Treasurer; Benj. T. Chase, Secretary. A library was formed in 1820 which continues to the present time. In June 1816 the first anniversary was celebrated by a procession, oration at Second Parish church by Joseph Pope, Esq., and a dinner at Burnham's Hotel. In 1826 the first fair was held, showing the handiwork of members of the association. In 1838 a second fair was held in the old City Hall, which was a success. In 1854 the third fair was held in the old City Hall and Lancaster Hall and a temporary building on Market Square, the buildings being connected by bridges. In 1859 a fourth fair, and the most successful one, was held in the new City Hall. For want of a suitable hall the early meetings of the association were held in different places. Washington Mechanics Hall on Fore street opposite the present Custom



MECHANICS' BUILDING, CORNER CONGRESS AND CASCO STREETS.

House, Burnham's Hotel where the Casco Bank now stands, a hall over the Canal Bank on Union street, the old State House where the eastern corner of the City Hall now stands, and other halls were thus occupied. The present noble building on the corner of Congress and Casco streets was built by the association and dedicated in 1859. The association became quite embarrassed on account of this building, but after some years of prudent management it was relieved from debt and the building is now a source of income to the association. The library now contains over 4000 volumes. During the winter weekly lectures and debates are held in the Library room. Its officers are John B. Thorndike, President; Thomas L. Laughlin, Vice President; Augustus F. Gerrish, Treasurer; R. B. Swift, Rec. Sec.; Wm. S. Lowell, Cor. Sec.

PORTLAND PUBLIC LIBRARY.

This Library was incorporated in 1867 soon after the great fire which destroyed most of the books then in the city accessible to the public. By the generosity of the city government rooms were fitted and offered for the use of the Library in the City Hall in March 1868. The Library then and there opened with a collection of 4000 volumes of well chosen miscellaneous books for the use of the public. The name of the corporators are Ethen Shepley, Wm. P. Fessenden, Israel Washburn, Jr., John Neal, John C. Stockbridge, John Rand, Wm. Willis, John B. Brown, Wm. H. Fenn, Lorenzo D. M. Sweat, Henry P. Deane, Samuel E. Spring and Edwin C. Bolles. Mr. Edward A. Noyes was librarian and Mr. John J. W. Reeves clerk. The Library is still located in City Hall and although its increase has not been rapid, it has reached the number of 31,000 volumes, among which are many valuable books of reference and a good collection of United States documents and local papers. The Library though not a free circulating one* is free to all comers for the use of its books

*The question of making the Library free depends on the action of the city government. It is now under consideration.

on the premises, and its books are loaned for home use for a subscription of \$2.00 a year to any citizen, who for this has the privilege of taking away two books at any one time. In September last the corner stone was laid for a new building which is being erected by James P. Baxter, Esq., for the permanent quarters of the Public Library. There is certainly need of more room and it is hoped this building will prove all that is desired and that the Library may soon be established in the building and made free circulating to the citizens of Portland. The present board of officers are J. W. Symonds, Pres.; Wm. L. Putnam, E. A. Noyes, H. B. Brown, L. D. M. Sweat, P. H. Brown, H. W. Bryant, J. H. Drummond, N. Webb, A. W. H. Clapp, J. P. Baxter, R. M. Richardson, C. E. Jose, C. F. Libby, C. J. Chapman, F. Fessenden, Henry Deering, G. E. B. Jackson. M. B. Coolidge, clerk, S. M. Watson, librarian.

PORTLAND SOCIETY OF NATURAL HISTORY

was organized in 1843. The burning of the Exchange building in which they had rooms in 1854 destroyed their valuable collection, and again by the fire of 1866 the society suffered a severe loss. A fine brick and stone building on Elm street was in 1880 erected for the Society and is now occupied by them. Their cabinets and collections are large and are open for exhibition on Saturdays to the public. The present officers are Dr. William Wood, President; Joseph P. Thompson, Vice President; John M. Gould, Secretary.

MAINE HISTORICAL SOCIETY,

incorporated in 1822, was moved to Portland from Brunswick in 1880, and has occupied rooms in the third story of the City Hall. It is soon expected to occupy a portion of the new building on Congress street, the gift of James P. Baxter, Esq. to the Society and the Public Library. Its library contains 9,000 books and as many pamphlets. It is open to the public every afternoon. Hon. James W. Bradbury, President; James

P. Baxter, Vice President; H. W. Bryant, Librarian and Recording Secretary.

MAINE GENEALOGICAL SOCIETY,

organized in 1884; rooms in City Hall; meetings, third Tuesday in January, April, July and October. Fabius M. Ray, President; M. F. King, Vice President; F. O. Conant, Secretary.

GORGES SOCIETY,

organized in 1884; for collecting and publishing historical documents relating to the State of Maine. James P. Baxter, President; George D. Rand, Secretary.

YOUNG MEN'S CHRISTIAN ASSOCIATION,

organized in 1853; hall, reading room and library, Farrington Block, 439 Congress street. Gospel meetings, Sunday at 9.15 a. m., 4.30 p. m. Rooms open to members and visitors daily. W. S. Corey, President; Charles Dunn, Jr., Recording Secretary.

PORTLAND SOCIETY OF ART,

for the development of art in Portland. An Art Building was erected in 1884. Entrances are from 609 Congress and 8 Deering streets. Rooms are open daily from 10 a. m. to 9 p. m. Charles F. Libby, President; Wm. S. Lowell, Secretary.

LONGFELLOW STATUE ASSOCIATION,

organized in 1882 to raise funds and erect a bronze statue of Henry W. Longfellow in his native city. Charles F. Libby, President. It is expected that the statue will be placed at the head of State street this summer.

There are many other literary, scientific and educational associations in Portland of which the details in this chapter cannot be given. Among them are the Barrett Literary and Dramatic Association, in I. A. R. A. Hall, Plum street; John W. Dunn, President. Congregational Club; Rev. C. H. Daniels,

President. Cumberland Bar Association: Sewall C. Strout, President. Cumberland County Medical Society: Dr. Charles D. Smith, President. Grattan Literary Association: Joseph A. McGowan, President. Greenleaf Law Library: Charles F. Libby, President. Maine Medical Association: Dr. F. C. Thayer of Waterville, President. Portland Clinical Society: Dr. L. W. Pendleton, President. Portland Methodist Preachers' Meeting: Rev. Wm. S. Jones, President. Portland Medical Club: Dr. A. K. P. Meserve, President. Practitioner's Club: Dr. F. H. Gerrish, President. White Mountain Club: Rev. Thomas Hill, D. D., President.



Newspapers, Past and Present.

THE first newspaper in Falmouth, now Portland, was called the Falmouth Gazette and Weekly Advertiser, and was published January 1, 1785 by Benjamin Titcomb and Thomas B. Wait. In 1786 the name was changed to Cumberland Gazette. In 1790 a paper called the Gazette of Maine was published. In 1792 the name of Cumberland Gazette was changed to Eastern Herald. In 1796 the two papers were consolidated under the name of Eastern Herald and Gazette. The Oriental Trumpet was printed in 1796, and the Portland Gazette in 1798. In 1804 all these papers were united under the name of Portland Gazette. In 1803 the Eastern Argus was established as a republican paper, the Gazette being Federal. Both of these papers representing opposite political ideas continue to the present day, the Gazette as the Portland Advertiser, the Argus retaining its original name.

The following list comprises as far as can be ascertained, the names of all papers that have been published here since the above, and at or near the dates mentioned: 1821, Freeman's Friend, Independent Statesman; 1822, American Patriot, Christian Mirror, Christian Intelligencer and Gospel Advocate; 1825, Experiment; 1827, Zion's Advocate; 1828, Yankee; 1829, Courier, Family Reader; 1830, Sabbath School Instructor, World in a Nutshell, Maine Wesleyan Journal; 1832, Christian Pilot; 1833, Jeffersonian; 1835, Standard Workingmen's Advocate; 1836, Journal of Reform, Daily Times, Athenæum; 1837, Genius, Political Nostrum, Transcript, Portlander; 1839, Youth's Monitor, Argus Revived, Universalist Palladium; 1840, Tribune; 1841, Eastern Farmer, Eastern Rose Bud, Family

Instructor; 1842, Wreath, Religious Instructor, American, Yankee Farmer; 1843. Pleasure Boat; 1844, Portland Daily Express; 1845, Chariot of Love; 1848. Umpire, Inquirer, Northern Pioneer; 1849, Orion, Eclectic; 1850, Temperance Journal, Watchman, Peace Washingtonian; 1853, State of Maine; 1859, Evening Courier, Evening Star; 1862, Portland Press; 1864, Observer; 1866, Riverside Echo, Journal of Education; 1871, Good Seed; 1872, The State, North East; 1882, Item, Evening News. Papers may have been established which are not included in the above. The papers which now remain and are published here are the following, viz.: Zion's Advocate, rel., weekly; Christian Mirror, rel., weekly; Transcript, literary, weekly and monthly; Press, rep., daily and weekly; Eastern Argus, dem., daily, tri-weekly and weekly; Advertiser, rep., daily and weekly; Evening Express, rep., daily; Sunday Times, ind.: Sunday Telegram, ind.: Sunday School Reporter, rel., quarterly; North East, epis., monthly; Bethel Flag, rel., mon.: Ambassador, rel., mon.; Masonic Token; Globe, ind.; Herald, temp.; Pythian Herald, K. of P.; Live Stock Monthly; Odd Fellows' Register, monthly; Masonic Journal, monthly; Board of Trade Journal.

DAILY EASTERN ARGUS.

The Eastern Argus is the oldest living paper published in the State of Maine, beginning in 1803. It was established to support the administration of Thomas Jefferson, and has been unswervingly Democratic to the present date. Calvin Day and Nathaniel Willis were the founders. The latter was the father of the distinguished N. P. Willis and the gifted Fanny Fern. The Argus was born in troublesome times. The editor soon went to jail on account of his free speech. In 1808 Francis Douglass purchased the Argus. On his death a year later Thomas Todd & Co. became proprietors, and it has advanced from a small weekly paper to its present daily, tri-weekly and weekly edition. Its proprietors and editors have been numerous. Some of the best editorial ability of the

country has enriched its columns. F. O. J. Smith, Hugh W. Green, John Appleton, Charles Holden, are among those who have been on its editorial staff. John M. Adams is now the sole proprietor and editor-in-chief. Associated with him are Philip W. McIntire, associate editor, James L. Tryon, night editor, Edward S. Osgood, city editor, Oscar R. Wish, business manager. There are also a marine reporter, day foreman, night foreman, special local reporters and a force of night and day compositors. The local department of the *Argus* has grown to be an important feature, and every year its scope becomes broader. The editorial and office rooms have lately been refitted, and will compare favorably with any apartments for similar use in New England. The *Argus* is printed on a Hoe double cylinder press, capable of printing 5,000 impressions an hour. It contains the latest telegrams and news of the day. It is printed in the morning in season for the mails and early delivery in Portland and the adjoining towns.

PORTLAND DAILY PRESS.

The *Portland Daily Press* is a morning newspaper published every day except Sundays. In politics it is Republican. The *Press* was established in June 1862, by Newell A. Foster, John T. Gilman and Joseph B. Hall, and proved successful from the start. Mr. Hall retired within a year after the publication of the paper began. Mr. Foster continued to manage the paper until his death in 1868. Mr. Gilman was editor until 1867 when he retired and was succeeded by Mr. H. W. Richardson, now editor of the *Portland Advertiser*. In November, 1868, after Mr. Foster's death, the *Portland Publishing Company* was formed and bought the paper. Mr. George H. Knowlton, of Biddeford, became managing editor and continued in control of the editorial department until his death. He was succeeded by Mr. Geo. Gifford, of Vassalboro, now consul at La Rochelle, France. In March 1872 Mr. Gifford retired and was succeeded by Mr. Stanley T. Pullen who became editor-in-chief and proprietor, positions which he filled until 1883, when he

disposed of his interest and Mr. James P. Baxter became the principal owner. Mr. Walter Allen, then of the Boston Advertiser, was elected editor. A year later he retired and was succeeded by Mr. L. H. Cobb, who is editor to-day. The management of the Press is in a board of directors chosen annually by the stockholders. At present the board consists of Mr. James P. Baxter, Mr. Sidney W. Thaxter, Hon. Charles F. Libby, Hon. W. W. Thomas Jr., and Mr. George S. Hunt. Mr. Baxter is president, and Mr. Stephen Berry secretary and treasurer. The active business manager of the paper is Mr. Joseph B. Nutter. The Press is the largest daily in Portland, and its daily and weekly editions circulate throughout the state.

PORTLAND DAILY ADVERTISER.

The Portland Advertiser is the "lineal descendant," to use Mr. Willis' phrase, of the Falmouth Gazette and Weekly Advertiser, founded in 1785 by Thomas B. Wait, the first newspaper in Maine. After the town of Portland was incorporated, the Falmouth Gazette became the Portland Gazette and was published under that name weekly and semi-weekly, for many years. In 1831 the daily edition began, and for this the title Advertiser, which had been dropped, was revived. The weekly edition was still called the Gazette, but that too, in time, became the Portland Advertiser. The paper represented successfully the Federalist, Whig and Republican parties until 1862, when it fell into the hands of the late F. O. J. Smith, who in the heat of the civil war turned against the war party the newspaper upon which they had always relied for counsel and encouragement. The place which the Advertiser thus abandoned was soon filled by the Daily Press. In 1866 the daily edition of the Advertiser was suspended, but the weekly continued without interruption, and in 1868 the printing material, subscription list and the right to revive the daily edition were sold to the present proprietor for \$3400. The daily was at once revived as an evening Republican paper, and the Advertiser is now firmly re-established and apparently good for another

hundred years. It does not claim the place of a party organ, that place is filled and well filled by the Press; but has steadily advocated, within the party, for twenty years, certain principles which, though not unanimously accepted at first, have one after another been approved by the party and by the country—general but not universal amnesty to rebels, restoration of specie payments, reform of the civil service, revision of the system of taxation adopted during the war, and as free commercial intercourse with our neighbors in Canada as can reasonably be maintained.

EVENING EXPRESS.

The first number of the Evening Express was issued Oct. 12th, 1882, from 55 Union Street, by A. W. Laughlin editor and proprietor. Its size was 13x25 inches, 20 columns. It was sold for one cent per copy. At the beginning of the second year it was enlarged to 24 columns, size 17x29 $\frac{1}{2}$, the columns being lengthened four inches. The price was raised to two cts. per copy. The year 1886 saw a number of changes in the Express. Jan. 1st, 1886, Mr. A. A. Melvin purchased a half interest and assumed the editorship. In March of that year it was again enlarged by adding four inches to the length of its columns. June 5th Mr. A. A. Melvin's interest was sold to Wm. H. Smith of Portland, who took editorial control. In Sept. the Express establishment was removed from 55 Union to 88 Exchange street, where it had fitted up handsome offices, putting in a new press, boiler, engine, etc. In October the firm of Laughlin & Smith sold their interest in the Express to a corporation under the style of Evening Express Publishing Co., A. W. Laughlin, Treas. and Bus. Man'g'r, the board of Directors of which are S. R. Small, S. L. Larrabee, Albion Little, A. W. Laughlin, Clarence Hale, Fred N. Dow, H. B. Cleaves. Nov. 1st the paper was enlarged to 28 columns, size 24x36, and on the 19th of the same month, owing to a press of business, it was again enlarged to 32 columns, size 24x40 at which size it has since remained. In Feb'y 1887, the Express circulation had

increased so rapidly that a Hoe double cylinder press and two folders were put in.

In June Mr. Wm. H. Smith having become interested in a business enterprise that required his whole attention, resigned his position as editor of the paper and Col. Wm. E. Stevens assumed the editorship, which position he now holds. The Express remained in its quarters at 88 Exchange street until Feb'y 1, 1888, when, owing to want of room, it removed to 13 Market Square, where it had fitted up a commodious and handsome office, occupying three floors and basement. The Express has the largest circulation of any daily in the State.

THE PORTLAND TRANSCRIPT.

in April, 1888, entered upon its fifty-second volume. For over half a century, this paper has maintained a leading position among the literary weeklies of the country, its specialty being wholesome reading for the home circle. Founded by the late Charles P. Illsley in 1837, it has ever since been a favorite family paper, and has extended its circulation, not only all over New England, but into every State and Territory of the Union; has thousands of readers in the Dominion of Canada: it is sent each week to every country on the globe. For the past forty years it has been under the same management as now, and for nearly thirty years there has been no change whatever in its ownership. Edward H. Elwell became editor of the Transcript in 1848, and also one of its proprietors. In 1855, Samuel T. Pickard who had then for two or three years been publishing the Portland Eclectic, by a union of the two papers, became one of the owners of the Transcript, and associate editor. In 1860 Charles W. Pickard was taken into the firm and has since been the business manager.

The Portland Transcript under this steady and competent management has attracted a list of contributors, of which not only the paper but the city and the State have reason to be proud. Many of the writers whose first contributions were published in the Transcript are now poets, novelists and scien-

sts of national reputation. Its domestic and foreign correspondence is very large. The best writers of short stories in the country furnish for it brilliant and attractive sketches. The news of the city and of the State is given each week in compact form and all important events in the country and abroad are chronicled. A monthly supplement is printed, of the same size as the weekly, under the title of the Transcript Monthly. This is filled with household and agricultural matter, scientific miscellany, industrial notes, natural history, etc.



City, County and United States Offices.

CITY OFFICERS.

THE legislative power is vested in the Mayor, seven Aldermen, one from each ward, and twenty-one Councilmen, three from each ward. The executive power is vested in the Mayor and Aldermen. The term of office of the Mayor, Aldermen and Common Councilmen is one year. They are elected on the second Monday of March. The salaries paid to the city officials are: Mayor, \$1,500 a year; City Clerk, and as secretary of board of health, \$1,400, certain fees, and \$400 for clerk; City Treasurer, \$2,500; City Engineer, \$2,000; City Auditor, \$1,400; City Marshal, \$1,500; Street Commissioner, \$1,500. The expenditure for salaries was in 1886-7 \$29,044; in 1869-70 it was \$23,733. Police salaries 1886-7 amounted to \$30,448; in 1869-70 \$25,081. School salaries 1886-7 \$69,643; 1869-70 \$49,750. The following are the members of the City Government for the year 1888-9:

Mayor: Charles J. Chapman. Aldermen, William H. Smith, Chairman; ward one, Richard K. Gatley; ward two, James Cunningham; ward three, John C. Takesbury; ward four, Nathan E. Redlon; ward five, William H. Smith; ward six, Thomas P. Shaw; ward seven, John P. Hobbs. City Clerk: George C. Burgess. Common Council: Alexander T. Laughlin, President; L. Clifford Wade, Clerk. Ward one, Francis Higgins, Melville A. Floyd, James P. Jordan; ward two, William J. Rowe, Daniel Gallagher, Thomas E. Coyne; ward three, Alexander T. Laughlin, Nehemiah Smart, Edward F. Thompson; ward four, Jeremiah Callahan, Francis D. Melaugh, Charles A. True; ward five, John F. Rand, John M. Peck,

George W. Sylvester; ward six. Hollis B. Hill. J. Henry Crockett. Henry C. Bagley; ward seven. James G. McGlaulin. William B. Irish, Charles R. Lewis.

COUNTY OFFICIALS.

Judges of Supreme Court residing in the city are Wm. W. Virgin, Thomas H. Haskell; Judge of Superior Court, Percival Bonney; Clerk of Courts, Benjamin C. Stone; County Attorney, George M. Seiders; Stenographer, Ruel Small; Judge of Probate, Henry C. Peabody; Register of Probate, Seth L. Larrabee; Register of Deeds, Storer S. Knight; County Treasurer, James M. Webb; County Commissioners, Henry Nutter, Joseph B. Hammond, James H. Tolman; Judge of Municipal Court, George F. Gould; Recorder, Edwin L. Dyer; Sheriff, Isaiah S. Webb. All the above have offices in the County part of the City Building.

UNITED STATES OFFICES.

Custom House 312 Fore street and 105 Commercial street. Heads of Departments: Samuel J. Anderson, Collector; Nathan Cleaves, Surveyor; Edward R. Pierce, Appraiser. Internal Revenue: Alfred S. Kimball, Deputy Collector. Marine Hospital: Charles E. Banks, Surgeon in charge. Steamboat Inspectors: George A. Pollister, Charles Staples. Shipping Commissioner: David H. Drummond (393 Fore street.) Engineer Department: Lt. Col. Jared A. Smith (537 Congress street.) Light House Establishment: Commander O. A. Batcheller U. S. N., Inspector first light house district. Signal Service: Edward P. Jones observer in charge. (office 57 Exchange street.) Life Saving Service: J. A. Richardson, Supt.

Post office, corner of Middle and Exchange streets: Joshua S. Palmer, Postmaster: George L. Swett, Asst. Postmaster: William Chenery, Cashier: Rufus E. Graves, Chief Clerk Railway Mail Service.

United States Court: Rooms over Post Office. Nathan Webb, U. S. District Judge: Abner H. Davis, Clerk of District

and Circuit Courts ; George E. Bird, District Attorney ; Charles B. Harmon, U. S. Marshal.

RESIDENT CONSULS.

George H. Starr, Vice-consul for her Britannic Majesty for Maine. Office 2 1/2 Union wharf.

E. P. LeProhon, Vice-Consul for France for this State. Office 24 Winter street.

Senor Don Enrique Ainz, Consul, and Senor Don Jose Teixedor, Vice-Consul for Spain. Office 52 Exchange street.

Stephen R. Small, Consul for the Argentine Republic and Vice-Consul for the Republic of Uruguay. Office 191 Middle street.

Tewksbury Loring Sweat, Esq., Vice-consul for Sweden and Norway. Office 167 Commercial street.

Samuel B. Kelsey, consular agent for kingdom of Portugal. Office 243 Commercial street.



Theatres, Public Halls, Clubs, Secret and Other Societies.

THEATRICAL entertainments were unknown here before the Revolution. The first exhibition of the kind which ever took place in this town was on Tuesday evening, October 7, 1794. The performances were given three times a week at the Assembly Hall on India street. The building is now standing, remodeled into a dwelling house. Subsequently, performances were given at Mechanic's Hall, Fore street; but after 1800 Union Hall was generally the place for the drama, although in 1828 there was a theatre advertised on Preble street. In 1805 a great opposition was manifested against theatrical performances in the town. A town meeting was held and a majority voted against theatres. In 1806 a law was passed prohibiting them without a license from the Court of Sessions. This measure put a stop to these exhibitions for many years. In 1820 they were revived again and Union Hall was fitted up for a summer theatre. Their success induced the construction of a brick building on Free street at a cost of \$10,000. The interest diminished and in 1836 the building was sold to the Baptist Society for a church. After the closing of the Free street theatre, performances were given by traveling companies, from Boston mostly, in Union Hall. Hon. F. O. J. Smith constructed a building on Union street called Concert Hall and Union street theatre, and the performances there were of a high merit. Proctor, Marshall and other noted stars filled engagements there. The building was

burned in 1854. Performances were afterwards given at Lancaster Hall and Deering Hall which is now known as Portland Theatre. In 1875 the building known as Fluent Hall was fitted up for theatrical exhibitions under the name of Portland Theatre, and first-class performances took place there for a short time. The (now) Portland Theatre, formerly Deering Hall, is the only place now fitted up for theatrical exhibitions, and in the season traveling companies and combinations supply its boards. The City Hall is also used for dramatic entertainments by traveling and amateur companies.

HALLS.

The principal halls in the city are the City Hall referred to in article on Public Buildings; Market or Old City Hall; Mechanic's Hall, corner of Casco and Congress streets; Rossini Hall, 90 Exchange street; I. A. R. A. Hall, Plum street; Odd Fellows Hall, 439 Congress street; Masonic Hall, 85 Exchange street; Pythian Hall, 490 $\frac{1}{2}$ Congress street; America Hall, 149 Middle street; Sons of Temperance Hall, 88 $\frac{1}{2}$ Exchange street; Grand Army Hall, 565 $\frac{1}{2}$ Congress street; Arcana Hall, 379 $\frac{1}{2}$ Congress street; Army and Navy Union Hall, 499 $\frac{1}{2}$ Congress street; Congress Hall, 420 $\frac{1}{2}$ Congress street; Fraternity Hall, 14 Free street; Good Templars Hall, 457 $\frac{1}{2}$ Congress street; Harmon Hall, 1101 Congress street; Kavanagh Hall, 305 Congress street; Young Men's Christian Association Hall, 439 Congress street; Motley Hall, 507 $\frac{1}{2}$ Congress street; Turnverein Hall, 493 $\frac{1}{2}$ Congress street.

CLUBS.

Portland has had many social, literary and educational clubs and associations. The principal club now remaining is the Cumberland Club, an association of gentlemen for social purposes. Their rooms are in house No. 154 Free street corner of High street, the old Matthew Cobb mansion where General LaFayette was entertained when he visited Portland in 1825.

PORTLAND YACHT CLUB.

During the summer of 1868 a number of gentlemen, residents of Portland, yacht owners and others interested in yachting matters, joined in a cruise to the eastward as far as Boothbay. The result of this excursion was the organization of the Portland Yacht Club, which took place at a meeting held for that purpose April 20th, 1869, with the selection of James M. Churchill, of the schooner *Ethel*, as Commodore; Abial M. Smith, of the sloop *Ray*, as Vice Commodore, and John A. Emery, Esq., Secretary and Treasurer. Rooms were secured at the end of Custom House wharf and were occupied until the summer of 1885, when the present commodious and convenient club house was erected at the end of Merchant's wharf. Meanwhile (Feb. 19, 1878) the club had been incorporated and its prosperity assured.

In 1874 provision was made for the purchase of cups to be annually competed for by yachts belonging to the club, and this annual challenge regatta has become one of the features of the local yachting interest during the summer season.

The club also makes an annual cruise in May or June of three or four days duration which is always participated in by a goodly number of yachts and members.

The list of yachts enrolled comprises 3 schooners, 22 sloops, 6 cat boats and 4 steamers; some of these boats are of large size, from 45 to 61 feet, notably the *North Star*, *Restless*, *Viva* and *Vixen*.

The present club house is of two stories. The interior is conveniently divided into a large room with lockers on the first floor, and on the second floor into a large reading and general club room, opening on a balcony on the harbor side, with ante-rooms, toilet rooms and a large work room adjoining. The general club room is well supplied with current periodicals, literature pertaining to nautical matters, an interesting library, a full set of charts. Its walls are embellished with photographs and engravings of famous yachts, and with numerous models.

This room also contains a clock of unique design presented by the late Gen. Geo. F. Shepley and H. N. Jose, Esq., and a fine mounted telescope the gift of the late Geo. W. Rich and other members of the club.

Beneath the house is the landing float upon which yacht tenders and other row boats are kept during the summer months.

It has been a custom of the club to offer to visiting yachts and naval vessels the facilities affording by this float and the club house, a courtesy which has been very generally accepted and recognized by the leading clubs of the country.

The present roll of officers is Commodore, C. W. Bray, sloop *Viva*; Vice Commodore, Geo. C. Owen, sloop *Idler*; Fleet Captain, R. W. Miller; Secretary, Chas. D. Smith; Treasurer, C. F. A. Weber; Measurer, J. H. Dyer; Fleet Surgeon, Walter Woodman.

BOAT CLUBS.

Portland has a reputation throughout the country for its boating clubs and professional oarsmen. Walter Brown in the past and M. F. Davis of the present are familiar names to those who take an interest in aquatic exercises. The clubs now here are the Cumberland Rowing Association, club house at end of Railroad wharf, James A. Morgan, Pres.; Edward Hart, Sec. Dirigo Boat Club, boat house Merrill's wharf, J. D. Randall, Pres.; Wm. H. Manning, Sec.

BRAMHALL LEAGUE

is a social club at 214 Brackett street, George Milliken, Pres.; Thomas P. Shaw, Sec.

PORTLAND CLUB

is a republican social organization. Rooms at 589 $\frac{1}{2}$ Congress street; summer club house on Great Diamond Island. Fred N. Dow, Pres.; Harry R. Virgin, Sec.

There are other political clubs and organizations which are

not of a permanent form and generally expire at the end of the political campaign.

BASE BALL CLUB.

This favorite amusement is well supported in this city. The Portland Club which belongs to the New England League is sustained by a stock company, Charles T. Varney, President; Dr. Edwin F. Vose, Secretary. The Portland Club won the N. E. pennant in 1886 and came very near it in 1887. The Base Ball grounds are in Deering about a mile from the head of Preble street on the line of the Horse Cars. They are spacious, well arranged, with convenient seats for spectators. Admission, 15 and 25 cts. The following schedule shows the games to be played by the New England League Clubs.

PORTLANDS: At Lowell, April 30, May 8, 19, 26, June 8, 21, July 3, 11, 27, Aug. 7, 21, Sept. 3; at Salem, May 4, 17, June 9, 18 (p.m.), July 12, 26, Aug. 8, 22, Sept. 4, 15, 17, 25; at Lynn, May 3, 5, 25, June 7, 16, 18 (a.m.), July 14, 25, 28, Aug. 9, 13, 27; at Manchester, April 28, May 7, 18, June 6, July 10, Aug. 6, 20, 23, Sept. 5, 6, 29, 29; at Worcester, May 1, 2, 28, 29, June 19, 20, July 4* 13, 24, Aug. 10, 11.

LOWELLS: At Portland, May 9, 10, June 1, 2, July 5, 6, 18, 19, Aug. 14, 15, 29, Sept. 1; at Salem, May 1, 14, 18, June 6, 15, July 21, Aug. 2, 6, 24, Sept. 10, 22, 24; at Lynn, May 7, 21, 28, June 25, 29, July 17, Aug. 1, 8, 20, Sept. 6, 12, 28; at Manchester, May 12, 16, 24, June 11, 27, July 4 (p.m.), 7, 23, Aug. 11, 18, 27, Sept. 12, 13; at Worcester, April 28, May 23, 30 (p.m.), June 9, 14, 18, July 2, 25, 28, Aug. 22, Sept. 5, 15.

SALEMS: At Portland, May 21, 22, June 11, 12, 30, July 2, 31, Aug. 1, 25, 27, Sept. 7, 8; at Lowell, 2, 11, 31, June 19, 23, July 10, 16, 30, Aug. 16, Sept. 11, 14, 21; at Lynn, April 28, May 19, 30 (a.m.), June 4, 20, July 4, (a.m.), 23, Aug. 11, 17, 23, Sept. 1, 3, (p.m.); at Manchester, May 3, 9, June 5, 14, 16, 25, July 13, 18, 25, Aug. 10, 14, 21; at Worcester, May 5, 15, 16, 24, June 2, 27, July 7, Aug. 7, Sept. 6, 13, 19, 29.

LYNNS: At Portland, May 23, 24, June 14, 15, 27, 28, July 7, 9, Aug. 3, 4, Sept. 13, 14; at Lowell, May 4, 15, June 5, 12, July 13, 24, 31, Aug. 25, 28, Sept. 18, 25, 29; at Salem, April 30, May 12, 26, 30 (p.m.), June 8, 21, 26, July 4 (p.m.), 11, Aug. 18, 31, Sept. 3 (a.m.); at Manchester, May 2, 17, 29, June 2, 19, July 2, 21, 27, Aug. 7, Sept. 11, 15, 19; at Worcester, May 8, 9, 18, June 6, 23, July 16, 18, Aug. 14, 21, 30, Sept. 4, 22.

MANCHESTERS: At Portland, May 14, 15, 30* June 22, 23, July 16, 17, Aug. 28, Sept. 20, 21, 22; at Lowell, May 5, 25, June 4, 20, 26, 30, July 4 (a.m.), 14, Aug. 9, Sept. 4, 8, 27; at Salem, May 8, 10, 23, 28, June 18, (a.m.), 28, July 9, 20, 24, 28, Aug. 4, 13; at Lynn, May 1, 11, June 1, 9, 13, 18 (p.m.), July 3, 5, 19, Aug. 15, 22, Sept. 17; at Worcester, May 4, 19, June 12, 15, July 11, 12, 31, Aug. 1, 16, 25, 31, Sept. 7.

WORCESTERS: At Portland, May 11, 12, June 4, 5, 25, 26, July 21, 23, Aug. 17, 18, Sept. 11, 12; at Lowell, May 3, 17, 22, 30 (a.m.), June 16, July 9, 26, Aug. 4, 13, 23, 26, Sept. 26; at Salem, May 7, 25, June 1, 28, 29, July 3, 5, 14, 17, 19, Aug. 9, 15, 20; at Lynn, May 14, June 11, 30, July 6, 10, 30, Aug. 6, 27, 29, Sept. 8, 10, 20; at Manchester, April 30, May 21, 26, June 8, 21, Aug. 2, 3, Sept. 1, 3, 18, 24, 25.

*Two games.

There are many junior and amateur Base Ball Clubs here.

SECRET SOCIETIES.

Masons. Masonry was first introduced into the Province of Maine March 20, 1762, by a charter being granted by the St. John's Provincial Grand Lodge at Boston. Alexander Ross was empowered to organize Falmouth Lodge. Business and infirmities, however, prevented his opening a lodge. In 1768 Jedialh Preble, Richard Codman, William Campbell, John Lowther, Thomas Oxnard, John Ross, John Greenwood, Samuel Moody, Joshua Moody, Arthur Newell, John Perkins petitioned that a new dispensation be granted and that William Tyng be appointed their first master. This was done by John Rowe, Provincial Grand Master, and Falmouth Lodge, the first ever opened in Maine, was instituted May 8, 1769. William Tyng was the first master. This lodge continued till the Revolutionary era began, when it was broken up and its members scattered. Some who were loyalists left the country and never returned. Subsequently, and during the war, but few meetings were held. After peace was declared the meetings were renewed, and in 1785-6 the lodge met regularly at the tavern called the Free Masons Arms on Middle street near the present old City Hall, which was kept by Thomas Motley, grandfather of the historian. In 1797 the lodge had a new

hall, known as Columbian Hall, in the old Marston Tavern on Middle street opposite the old City Hall. The lodge afterwards met till 1797 in Assembly room of Dr. Coffin on King street between Fore and Middle streets. The building is now in the same spot but has been altered over into a dwelling house. For many years there were no Masonic meetings: but the institution revived again. The upper stories of the old Portland Academy building on Congress St. were occupied for a Masonic hall. The following are the local Masonic organizations in this city, and the time of meetings. Blue Lodges: Ancient Landmark, first Wednesday; Portland, second Wednesday; Atlantic, third Wednesday; Deering (Woodfords), second Monday; Hiram (Cape Elizabeth), monthly. Chapters: Greenleaf, first Monday; Mt. Vernon, third Monday. Council: Royal and Select Masters, second Monday. Knights Templar: Portland Commandery, fourth Monday; St. Alban Commandery, second Thursday; Blanquefort Commandery, third Thursday; Knights of Constantine, fourth Thursday. Ancient Accepted Scottish Rite: Yates Grand Lodge of Perfection, first Friday; Portland Council P. of J., second Friday; Dnnlap Chapter Rose Croix de H., third Friday; Maine Consistory S. P. R. S., fourth Friday in March, June, September and December; Portland Masonic Relief Association, Leander W. Fobes, Treas. All of the above meet at Masonic Hall, 85 Exchange street.

Odd Fellows. Odd Fellowship was first introduced into Maine at Portland in 1843, and at that time Maine Lodge No. 1 was instituted. The following is the condition of the order in this city at the present time. Lodges: Maine No. 1, 566 members, meetings Mondays; Unity No. 3, 390 members, Wednesdays; Ancient Brother No. 4, 631 members, Thursdays; Ligonía No. 5, 539 members, Fridays; Harmony No. 19, 321 members, Saturdays; Beacon No. 67, 307 members, Tuesday. These lodges have expended for relief since 1843 \$312,335.55. Funds now owned, \$152,216.22. Encampments: Machigonne No. 1, 491 members, meetings first and third Wednesday; Eastern Star No. 2, 516 members, second and

fourth Wednesday; Falmouth No. 11, 208 members, first and third Tuesday; Portland No. 19, 299 members, first and third Friday. Cantons: Ridgely No. 1, second and fourth Monday. These Encampments have expended for relief purposes since 1843 \$81,063.17. Funds now held. \$47,710.97. Daughters of Rebekah: meetings, second and fourth Saturday. Odd Fellows Mutual Relief Association: annual meeting third Tuesday in January. Odd Fellows Mutual Benefit Association: meetings, first Monday January, April, July and October. Veteran Association of the I. O. O. F.: meetings, second Thursday in January, April, July and October. All the above meetings are held at Odd Fellows Hall, 439 Congress street.

Knights of Pythias. Introduced into this city in 1872. The following are its organizations: Bramhall Lodge No. 3 meets Thursdays, Munjoy Lodge No. 6, Mondays, Pine Tree Lodge No. 11, Fridays, Ivanhoe Lodge No. 26, Tuesdays, Longfellow Lodge No. 43, Wednesdays, Bayard Lodge No. 44, Thursdays at South Portland, C. E. Endowment Rank No. 181, annual meeting, last Wednesday of each year. All the above meet at Pythian Hall, 490 ½ Congress street.

Other secret benefit Societies are the Knights of Honor, meetings 1st and 3d Thursday, at No. 100 Exchange street. Patriotic Sons of America, each Tuesday evening at 149 Middle street. Ancient Order of United Workmen, 88 ½ Exchange street, 2d and 4th Thursday evenings. United Fellowship, at same, 2d and 4th Tuesday evenings. United Order of the Golden Cross, 1st and 3d Tuesdays, at 457 ½ Congress street. United Order of Pilgrim Fathers, at 149 Middle street, 2d and 4th Tuesdays. Sovereigns of Industry—Portland Council at 88 ½ Exchange street, Tuesday evenings; Dirigo Council at 379 ½ Congress street, Friday evenings. Royal Arcanum, Martin A. Dillingham, regent, 132 Spring street. Improved Order of Red Men, wigwam 490 ½ Congress street. Order of Royal Conclave of Knights and Ladies, Portland Council, R. S. Laughlin, Sec. Royal Society of Good Fellows, Samuel A. Stone, Sec. Catholic Knights of

America. meetings 1st and 3d Tuesdays, at Kavanagh Hall, 305 Congress streets. Knights of Labor, two Assemblies, Tuesday and Wednesday evening.

TEMPERANCE ORGANIZATIONS.

Sons of Temperance. Portland Division, Friday evening at 88½ Exchange street; Forest City Division, Thursday evening at 15 Lafayette street. Good Templars: Arcana Lodge, Monday evening at 53 Temple street; Seaside Lodge, Wednesday. Good Templars' Hall, South Portland; Forest City Lodge, Wednesday evening at 15 Lafayette street. Portland Reform Club, Sunday and Tuesday evenings, at 53 Temple street. Woman's Temperance Society, 439 Congress street, 2d Saturday afternoon of each month. Woman's Christian Temperance Union, 51½ Exchange street, 2d Friday of each month. Young Woman's Christian Temperance Union, alternate Mondays, at 51½ Exchange street.

MUSICAL SOCIETIES.

Chandler's Band: Organized in 1873: is composed of performers of much practice and distinguished ability. Rooms, 27 Market square.

Haydn Association: For individual improvement and raising the standard of public taste in sacred music: meets at Mechanic's hall every Monday evening. Jerome Rumery, Pres.; F. H. Cloyes, Sec.

The Rossini Club: Composed entirely of ladies, comprising most of the superior and highly cultivated singers and pianists in the city: meets at Rossini hall, 90 Exchange street, every Thursday at eleven o'clock A. M. Mrs. H. N. Wetherbee, Pres.; Miss Lucy N. Blanchard, Sec.

Weber Club: Formed of the young men of the city for self improvement in social music: meets every Tuesday evening in Clapp block. Carl Weber, Pres.; D. P. Perkins, Sec.

Imperial Mandolin and Guitar Club: Organized Nov. 1,

1886 ; meets every Friday evening 57 Exchange street. Fred J. Ilsley, Leader ; Geo. W. Pennell, Sec.

Maine State Drum and Bugle Corps: Meets at 19½ Market square, Monday evenings. Robert L. Whitcomb, Pres. ; H. L. Stimpson, Sec.

Juvenile Band: Composed of boys ; Joseph D. Legault, Leader, 31 India Street.



The Sanitary Condition.

HOSPITALS, BENEVOLENT AND CHARITABLE ORGANIZATIONS, HOMES AND ASYLUMS.

THE sanitary condition of Portland will compare favorably with that of any city. There has never been any epidemic diseases existing here to any extent. The sanitary affairs of Portland are under control of the Board of Health which has been established under the provision of the laws of the state. This board has arbitrary powers in regard to the public health. The system of sewers established by the city is gradually being extended and there are now thirty-five miles of sewers built. (See sewers.) The death rate for 1887-8 on an estimated population of 40,000 was 17.93 a thousand. The average death rate of all the Massachusetts cities for the same period was 19.00 a thousand.

MAINE GENERAL HOSPITAL.

was established in 1868. It is situated on the brow of Bramhall Hill exposed to the cool northerly and westerly breezes. Its buildings are prominent objects in viewing the city from any point. Though not a charitable institution, its endowments of free beds give opportunities to render aid to the sick and unfortunate. It has been liberally assisted by the state and by private benefactions. The late Hon. Abner Coburn willed this institution \$100,000.

PORTLAND DISPENSARY.

484½ Congress street, provides medical attendance and medicines for the poor. Open at 11.00 a. m. Dr. F. H. Gerrish, President; Dr. S. P. Warren, Secretary.

MAINE EYE AND EAR INFIRMARY,

110 Federal street, for free treatment of diseases of the eye and ear. H. J. Libby, Pres.; Alfred A. Montgomery, Sec.

GREELY HOSPITAL

is connected with the Alms House and is under the direction of the overseers of the poor. Dr. Alfred King, city physician is in charge. Hospital for contagious diseases is a wooden building on the Alms House lot, under the same direction as the Greely Hospital.

Home for Aged Women: Incorporated 1854; Home, 64-68 Emery street. Mr. John T. Gilman, Pres; Miss Harriet S. McCobb, Sec.; Mrs. A. C. Dawley, Matron.

Home for Aged Men: Organized 1884: Home, 117 Danforth street. Ira P. Farrington, Pres.: H. H. Emery, Sec.; Mrs. Carrie E. Marston, Matron.

Female Orphan Asylum: 62 State street; Incorporated 1828. Mrs. J. L. Farmer, Pres.; Miss Abby S. Barrett, Sec.

Benevolent and Charitable Associations are numerous in Portland. Among them are The Society for the Prevention of Cruelty to Animals, Female Provident Association, Children's Christmas Club, Citizens Mutual Relief Society, Conference of St. Vincent De Paul, Portland Marine Society, Portland Widows' Wood Society, Samaritan Association, Irish American Relief Association, Aged Brotherhood, Grand Army of the Republic and its Female Relief Corps, Sons of Veterans, Army and Navy Union, Martha Washington Society, Associated Charities, Provident Association, Brotherhood of Locomotive Engineers, Commercial Travelers' Association, Diet Mission, Female Charitable Society, Bricklayers' Benevolent Union, Portland Fraternity, Longshoremen's Benevolent Society, Plasterers' Union, Typographical Relief Society, Relief Association of Portland Fire Department, Scandinavian Society, Shaw, Goding & Co's Relief, Portland Seaman's Friend Society, Woman's Christian Association. For details of these organizations see Portland Directory.

Hotels, Restaurants and Boarding Houses.

THE earliest notice that we have of any public house in town is that in 1681. Richard Seacomb was licensed to keep an ordinary. His house was on Fore street a little east of India. The first public house after the re-settlement of the town was on the west side of Exchange street, built by Benj. Ingersol, who kept a tavern there in 1728. It was the best house in town, and in 1754 Gov. Shirley lodged there when he held his conference with the Indians. In 1750 and subsequently, Joshua Freeman kept a public house on the corner of Middle and Exchange streets. The site is now occupied by the First National Bank building. In 1766 some of the most respectable people in the town were indicted for dancing at Freeman's tavern in 1765. This tavern in 1770-75 was kept by Moses Shattuck. John Adams used to stop there when he was in town attending court. Marston's tavern before and after the Revolution was the principal tavern in the town. It stood on the present site of the Hammond block in Market Square. When Mowatt and Wiswell were taken prisoners in May, 1775, they were confined one night there. It was the stage tavern and was kept successively by Graffam, Paine, Folsom and others. In 1830 it was called Kendall's tavern. The building was removed in 1833. The fashionable tavern of the town during the Revolutionary period and for years afterward was that of Alice Greele who kept at the corner of Hampshire and Congress streets. It was a fashionable resort for clubs and social parties young and old. It was the Eastcheap of the town and was famed for its baked beans. It

was saved in the fire of 1775 by the exertions of Dame Alice. It was moved to Washington street about 1846. After the Revolution the principal tavern was kept by Capt. Ebenezer Davis, an officer of the Revolutionary army, on the northeast corner of Brewer (now Brown) and Free streets. (He was the grandfather of Edward H. Daveis.) It was called the White Horse tavern, was built in 1785 and in 1842 was moved to the southeast corner of Congress and Oak streets where it now stands. Another tavern was the Free Mason's Arms in the hay market, kept by Thomas Motley (the grandfather of the historian) who afterwards kept the principal tavern in the town on the lot now occupied by the Motley block on Congress street. Others of the old style of taverns were Columbian Tavern, 1795; Bunch of Grapes, 1804; Burnham's Tavern, 1812, on Middle street, site of the present Casco Bank—afterwards called The Sun Tavern, Mitchell's and Casco House; The Exchange Coffee House on Fore street, 1828; Kendall's Tavern, 1830; Washington Hotel; Bowles' Tavern, afterwards Elm House; Patten House, 1823, on Main (now Congress) street, afterwards named the Franklin House; Cumberland House, now United States Hotel; Ryerson's Tavern, on Main (now Congress) street; Whittier's Tavern, afterwards the American House, site of Clapp Block, Congress street; Preble street House, 1846; Commercial House, 1846; New England House, now City Hotel; Western Exchange Hotel opposite Boston Railroad station, afterwards known as Depot Hotel and Walker House.

The hotel system of Portland has been largely improved since the fire, and now no city of its size in New England has better facilities for the accommodation of the traveling public and tourists than our city. After the fire Mr. J. B. Brown built the

FALMOUTH HOTEL.

a magnificent structure, and undoubtedly the finest hotel east of Boston. The front is of Albert stone, the side walls being of pressed brick with stone trimmings. It has a frontage

on Middle street of one hundred and fifty-three feet ; on Union street, one hundred and seventy-four feet. It is six stories on Middle street, seven on Union, contains two hundred and fifty rooms and, in the first story, ten large stores. It is fully equipped with all the conveniences of a modern first-class hotel, elevator, bath rooms, etc. It is now under the efficient management of John K. Martin, well known to the traveling community. On the corner of Plum and Middle streets is the

ST. JULIAN HOTEL

which was built after the fire. It is a handsome structure four stories high containing sixty-four rooms for guests. It is kept on the European plan, and rooms can be had at reasonable rates. A restaurant is connected with the hotel in charge of an efficient cook, and its dining room is spacious and airy. This hotel is under the management of R. W. Underwood.

MERCHANTS EXCHANGE.

On Temple street nearly opposite from the Falmouth Hotel is the Merchants Exchange, a small hotel which was built in 1868 by the late Charles H. Adams. It is a four story brick building, has sixty rooms and is well kept. The table is supplied with the best that the market affords. Mr. George E. Watson is the present proprietor. The old

UNITED STATES

is a name familiar to the traveling public. It is the oldest hotel in the city, having been kept by that name and the Cumberland House for over seventy years. It is situated on Market Square, Federal and Congress streets, is five stories high and contains one hundred and fifty rooms. The accommodations in this house are good, and the terms are reasonable. It is well patronized by summer tourists and travelers. The

PREBLE HOUSE

next to the Falmouth is the largest hotel in the city. It is in a fine location at the corner of Preble and Congress streets.

It was originally the Preble mansion which was built by Commodore Preble in 1806, but was never occupied by him as it was not finished at the time of his death. Afterward, his widow resided there during her life. It contains one hundred and fifty rooms, elegantly furnished in the most modern style. It ranks high among the hotels of the country. Montgomery S. Gibson, a well-known hotel manager, is the proprietor. The new Ottawa House on Cushing's Island has also been leased by him. The

DURANT HOUSE

is at No. 534½ Congress street. It is a private boarding house, table board being a principal feature in its business. Some transient company is received. F. O. Leavitt is the proprietor. The

CITY HOTEL

is one of the principal houses of the city, having been established sixty years. It was formerly called the New England House. It was enlarged and improved within a few years and now contains one hundred spacious rooms. Its prices are reasonable and it receives a large patronage from business and pleasure travel. A first-class livery stable is connected with this house, where carriages and teams can be had for drives and excursions. J. W. Robinson and son have been the proprietors since 1883.

PERRY HOTEL,

217 Federal street J. G. Perry, prop., is a small, comfortable hotel, well arranged and in a central location.

Other hotels in the city of moderate pretensions are the Atlantic House, George E. Bibber, prop., 183 Fore street, near Grand Trunk Railroad station. International, No. 1 Commercial street, opposite Grand Trunk Railroad station. Chase House, W. F. Robb, prop., No. 419½ Congress street. Eagle House, No. 43 India street, A. E. Pratt, prop. Eastern Steam boat House, Railroad wharf near Boston & Maine depot, Mrs.

E. Mayo, prop. Cumberland House. Samuel E. Randall, prop., 158 Green street. Portland House, 121 Green street. Fred Boucher, prop. A livery stable is connected with it. Thornton House. J. M. Sullivan & Co. props., 115 Center street.

Boarding houses are numerous in the city. Some of them are first-class, with all the comforts of a well-regulated home. Many of them during the traveling season receive transient guests. The principal houses are Mrs. Susan W. Mussey, 160 Park street; Mrs. Lucy A. Baker, 122 State street; Mrs. Daniel Blanchard, 26 Free street; Mrs. Fitch, 88 and 90 Park street; Mrs. Sarah M. Hussey, 86 State street; Miss Abbie Chapman, 113 Pearl street; Mrs. Catharine R. Farrell, 56 Free street; Mrs. E. L. Baxter, 547 $\frac{1}{2}$ Congress street; Mrs. Helen Colby, 99 High street; Daniel S. Moody, 92 Free street; Mrs. Wm. Lowell, 150 Free street; The Woodlawn, in Deering, on the line of the horse cars.

Portland is well supplied with restaurants and eating houses at which good meals can be had by the week or single, at reasonable prices. In many of them a good dinner can be had for twenty-five cents and twenty-one meals for three dollars and upwards. The principal restaurants, oyster and lunch rooms are Albert C. Dam, Union Railroad station. Congress: Ainsworth and Blair, 451 Commercial; Leander S. Arey, 90 Middle; L. W. Atwood, 123 Center; E. F. Conway, 461 Commercial; E. N. Bates, 499-501 Commercial; Alex. W. Bell, 5 Myrtle; Mrs. Alex. Bowie, 227 Newbury; Solomon Chenery, 8 Custom House wharf; City Hotel Dining Room, 583 Congress; Chase House, 419 $\frac{1}{2}$ Congress; Daniel J. Crowley, 457 Commercial; Mrs. M. V. Danforth, 26 Temple; Mrs. Nancy C. Davis, 2 Franklin wharf; Thomas H. Denny, 475 Commercial; H. Freeman & Co., 401-403 Congress; Watson Freeman, 451 Commercial; Jasper H. Frost, 101 Portland; S. H. Gammon, 13 Market; J. L. Gibbs, 10 Moulton; Wm. L. Gill, 16 Moulton; M. Gulliver, 471 Commercial; George S. Hay, 188 Federal; Mrs. Eliza A. Henderson, 153 Federal; Stephen Johnson, 43 Exchange; Thomas L. Kimball, 78 Exchange; Henry E.

La Rose, Grand Trunk Railroad station: Ar Tee Lamb, 1 Custom House wharf; Thomas McDonald, 443 Commercial; J. Fields Murray. Boston & Maine Transfer Station: Timothy B. Percy, 141 Commercial; L. J. Perkins & Son, 489 Congress; Edward H. Rich, 78 Union; George D. Robinson, 657 Congress; J. D. Scammon, 232 Federal; William W. Ruby, 21-25 Pearl; James H. Safford, 25 Temple; Henry B. Shaw, 52 Market; Timmons & Hawes, 15 Market Square; Simeon Tracy, 78 Exchange and 196 Federal; Rufus H. Waite, 215 Federal; Andrew M. Winchester, 476 Commercial; William Grewer, 268 Middle Street.

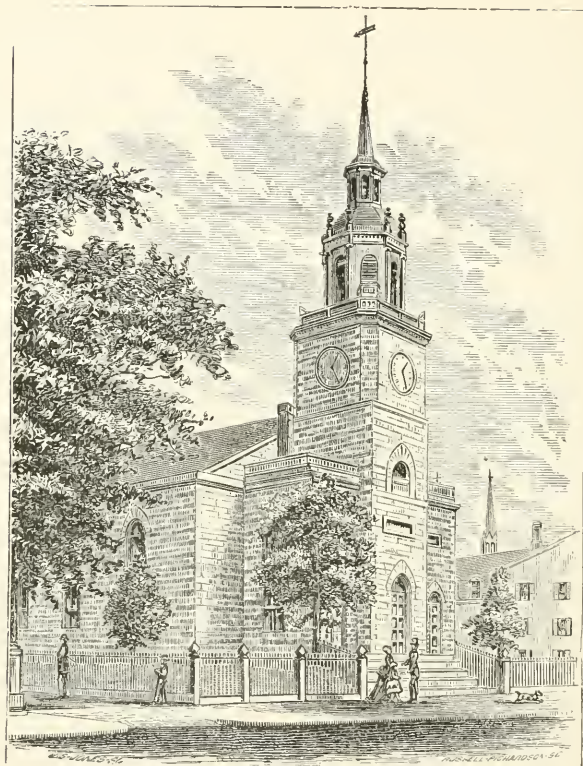


Churches and Religious Societies.

ABOUT all the denominations existing in New England are represented in this city, viz: Baptist (Calvinistic), 2 churches, first organized 1801; Congregational (Trinitarian), 8 churches, first organized 1788; Congregational (Unitarian), 3 churches, first organized 1727; Episcopal, 3 churches, first organized 1764; Friends Meeting, first organized 1790; Free Baptist, 1 church, first organized 1810; Jewish, 1 Synagogue, first organized 1868; Lutheran, 1 church, first organized 1874; Methodist Episcopal, 4 churches, first organized 1794; Methodist (Independent), 1 church, first organized 1883; New Jerusalem (Swedenborgian), 1 church, first organized 1831; Presbyterian, 1 church, first organized 1885; Roman Catholic, 2 churches, first organized 1827; Second Advent, 1 church, first organized 1839; Universalist, 2 churches, first organized 1821. Besides the above there are the Spiritual Associations, Christ's Faith Church, Church of Christ and Young Men's Liberal Association. The oldest society in the city is the

FIRST PARISH.

Unitarian, which was organized in 1727. The first meeting house was built by the town on the northwest corner of Middle and King (now India) street. It was commenced in 1721 and not finished until 1728. It was a rude structure which sheltered a poor but pious congregation. This was occupied till 1740 when a larger meeting house was built on Queen (now Congress) street. This was, up to 1764, the only meeting house in



FIRST PARISH CHURCH,
Congress Street, opposite head of Temple.

what is now Portland. It was torn down in 1825 to make place for the present stone edifice. The old meeting house is familiarly known by our older citizens as the "Old Jerusalem." During its 105 years of existence this parish has had but six ministers viz.: Rev. Thomas Smith, 1727-1795; Rev. Samuel Deane, 1764-1814; Rev. Ichabod Nichols, 1809-1855; Rev. Horatio Stebbins, 1855-1864; Rev. Benj. H. Bailey, 1867-1872; Rev. Thomas Hill, 1873-1888. This church was originally organized as Trinitarian Congregationalist, but about 1819 it adopted Unitarian views. It has in years past been the principal parish in the city, its membership being largely composed of the leading families of the city. The removal of

many of its old supporters to the upper part of the city has reduced the size of its congregation. Its Sunday services are in the morning at 10.30, vesper service, 7 p. m., Sunday school 3 p. m. The music in this church has always been of the best and forms a very attractive part of the service. Herman Kotzschmar, a distinguished musician, has been the organist for thirty-six years. Samuel Thurston and John L. Shaw have been members of the choir for twenty-one years.

PARK STREET CHURCH.

Second Unitarian, was purchased of the Methodists in 1835. Its ministers have been Rev. Jason Whitman, Rev. Rufus P. Cutler, Rev. Frederick Frothingham, Rev. J. F. Lovering, Rev. James T. Hewes and others, the last being Rev. John A. Bellows. The services are now suspended and the church closed.

PREBLE CHAPEL

is a mission for the poor controlled by the Unitarians of the city. It is situated on the northwest corner of Preble and Cumberland streets. It was built in 1851. Rev. William H. Hadley was the first minister, succeeded by Rev. O. P. Tuckerman. Rev. Wm. T. Phelan is now in charge. Services are held each Sunday and a Sunday school in the afternoon.

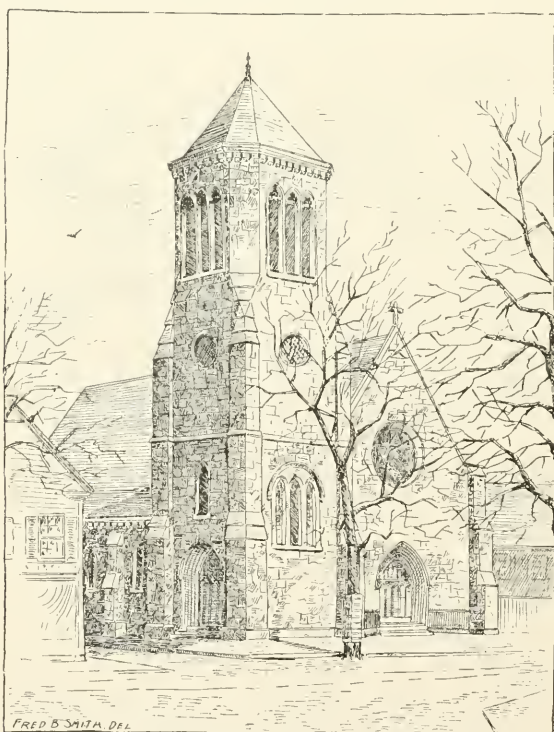
EPISCOPAL.

The early English settlers of Maine were of the church of England faith. Rev. Richard Gibson was the first clergyman who came to this vicinity. He officiated at Saco and other places. Succeeding him was Rev. Robert Jordan who lived at Richmond's Island and Spurwink and was a missionary along the coast for about thirty-six years. There were no regular Episcopal services held in this place until St. Paul's church was organized in 1764 and Rev. John Wiswall became its rector. The church building was burnt at the time of the Revolution and the congregation scattered. Rev. Mr. Wiswall

the rector, being a loyalist went to Nova Scotia. After the war the society was re-organized and a church on the corner of Church and Middle streets was built in 1789. A brick church on School (now Pearl street) was built in 1803 and the old building sold to the Methodists. This old St. Paul's church was in 1839 transferred to a new society called

ST. STEPHEN'S

which in 1856 remodeled it. In 1866 it was destroyed by fire, and the parish removed up town and purchased St. Luke's



ST. STEPHEN'S EPISCOPAL CHURCH,
667 Congress Street.

church at the head of State and Congress streets. This edifice is of stone. Its style is early English gothic with a massive tower, a memorial of the late Rev. George Burgess D. D., the

first Bishop of the Diocese. The succession of rectors in the old St. Paul's and St. Stephen's churches has been Rev. John Wiswell, Rev. Timothy Hilliard, Rev. George W. Olney, Rev. P. S. Ten Broeck, Rev. George W. Chapman, Rev. Thomas M. Clark, now Bishop of R. I., Rev. Alex. H. Vinton, Rev. John W. French, Rev. James Pratt, Rev. Roger S. Howard, Rev. Wm. S. Perry, now Bishop of Iowa, and Rev. Asa Dalton a graduate of Harvard College. He has been the rector since 1863. The Parish is united and prosperous. Services Sundays 10.30 a. m., 3 p. m.

ST. LUKE'S CATHEDRAL.

In 1851 a new Episcopal church called St. Luke's was organized in the upper part of the city. It occupied Union Hall as a place of service up to 1855. Its first rector was Bishop Southgate, succeeded by Rev. B. H. Paddock, now Bishop of Massachusetts. In 1854 Rev. Alex. Burgess, now Bishop of Quincy, Ill., became the rector. In 1855 the society built a stone church on Congress at the head of State street. Mr. Burgess continued rector till 1866 when he was succeeded by the present Bishop of Maine, Rt. Rev. Henry A. Neely. In 1867 the church edifice was sold to St. Stephen's parish which had been burnt out by the fire. The construction of the present cathedral on State street was commenced in 1867 and finished for occupancy Christmas 1868. In 1867 the cathedral being free from debt was formally consecrated. Its cost at that time was about one hundred and ten thousand dollars. Its membership is about five hundred and its income about seven thousand dollars. Its services are very attractive being what is termed of the ritualistic or high church order. The musical portions are very attractive and are conducted with a fine organ and a surpliced choir. Sitings are free. Regular services are held on Sundays and holy days at 10.30 a. m., and 7.00 p. m., Sunday school at 3 p. m., and daily services each secular day. The rector of the cathedral is the Rt. Rev. Bishop Neely: Rev. C. Morton Sills, Canon resident.

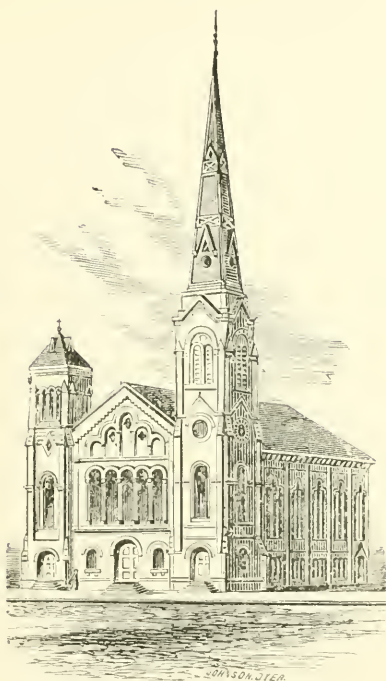
ST. PAUL'S CHURCH.

After the destruction of St. Stephen's church in the fire of 1866 and the removal up town of the Parish, a new Episcopal Society was organized under the name of St. Paul's, and a small stone church and a rectory were built on the corner of Locust and Congress streets. The first rector was Rev. N. W. T. Root succeeded by Rev. David Pise, Rev. F. S. Sill, Rev. Charles J. Ketchum and Rev. Arthur W. Little the present rector since 1881. Services: Sundays 10.30 a. m., 7.00 p. m., Sunday School 3.00 p. m.

There are eight churches of the Congregational, Trinitarian, denomination in this city, all descended from the mother church, the

SECOND PARISH,

which was an offshoot of the First Parish and was organized in 1788. The services were first held in the North school house on the corner of King (now India) and Middle streets. In 1788 a meeting house was built on the corner of Deer and Middle streets. Having no bell, on the front end was a flag staff on which was hoisted a flag as the call to services. Across the way was St. Paul's church which had a small bell. One morning the sexton of St. Paul's called out: "What do you hoist that flag for?" Burnes the sexton of the Second Parish wittily retorted: "To let the people know your bell is ringing." The first pastor of the church was Rev. Elijah Kellogg. The succeeding pastors have been the distinguished Rev. Edward Payson, Rev. Bennett Tyler, Rev. Joseph Vail, Rev. Jona. B. Condit, Rev. John J. Caruthers, Rev. Charles A. Dickinson, Rev. Charles H. Daniels the present pastor since 1883. In 1807 a portion of the congregation withdrew and formed the Third Church, which is not now in existence. In the great fire of 1866 the church building was destroyed, and the lot which it occupied was after the fire sold. A new granite, imposing structure was erected on the corner of Pearl and Congress streets and is one of the finest church edifices in the



SECOND PARISH CHURCH,
Corner of Congress and Pearl streets.

city. It is in a prosperous condition and has a large attendance. Services: Preaching, Sunday at 3.00 p. m., Sunday School at 1.45 p. m., Social Service, Sunday, at 7.30 p. m., Prayer Meeting, Tuesday, at 7.30 p. m.

ABYSSINIAN.

In 1828 a society of colored people, "Abyssinian Society," was formed, and a meeting house was built on Sumner (now Newbury) street. Temporary ministers officiated till 1840 when Rev. Amos N. Freeman became the pastor. He was succeeded by others. The present incumbent, Rev. John G. Wilson, became the acting pastor in 1880. Sunday service at 3.00 p. m.

BETHEL.

The Mariners' church building was built in 1828. A church

was organized and Rev. Sewall Tenny, now of Ellsworth, was its first pastor. This organization died out and a new one was formed in 1840. Rev. Dana Cloyes was the first pastor, succeeded by Rev. G. W. Bourne, Rev. D. M. Mitchell, Rev. James R. French, Rev. S. H. Merrill, Rev. V. J. Hartshorn and the present incumbent, Rev. F. Southworth since 1865. In 1850 a church building of brick was erected on Fore, east of Deer street. This was destroyed in the fire of 1866 and re-built in seven months after. It has a Reading Room for seamen open daily. Services: Sunday, Prayer Meeting, at 10.30. a. m., Preaching, at 3 p. m., Prayer Meeting, at 7.30 p. m.; Prayer Meeting Tuesdays and Fridays, at 7.45 p. m.

STATE STREET.

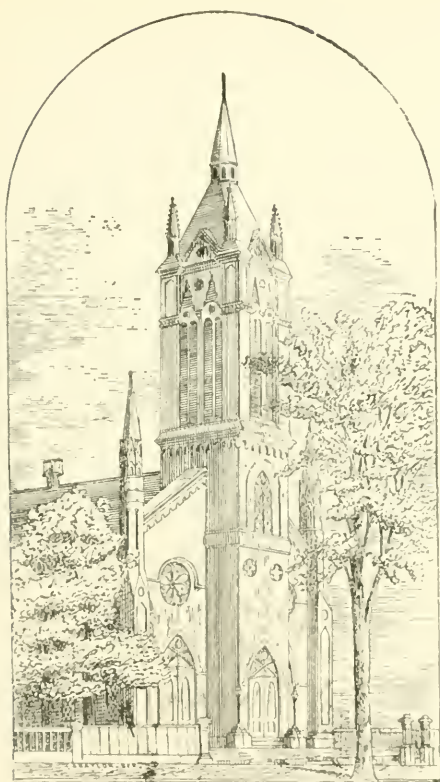
This society was duly organized March 17, 1852 and a brick church with a wood tower was built on State street. The first minister was Rev. Hugh Smith Carpenter in 1853. He was succeeded by Rev. George L. Walker in 1858, Rev. E. Y. Hincks in 1870, Rev. F. T. Bailey in 1881. This church is considered to be the strongest one of the Congregational churches of the city. Sunday services at 10.30 a. m. and 7.30 p. m.

WEST CONGREGATIONAL

has a small, neat brick house of worship at the west end of the city. It was constructed by contributions from members of the denomination in this city and by legacies. The society has two hundred members and is in a prosperous condition. Rev. Sidney K. Perkins is the present pastor. Services: Sunday at 10.30 a. m., 7.30 p. m.

HIGH STREET.

In 1831 the High street church was erected and a society of that name formed. Rev. George C. Beckwith was installed as the first pastor in 1832, succeeded by Rev. John W. Chickering and the present pastor Rev. Wm. H. Fenn from 1866. A



HIGH STREET CONGREGATIONAL CHURCH,
117 High Street.

portion of the church building was burnt February 2, 1869 and a new edifice took its place during that year. It is now one of the finest churches in the city and has a membership of about four hundred. Its benevolent contributions aside from expenses average about \$3,500 yearly. Sunday services are held at 10.30 a. m., and 7.30 p. m.

ST. LAWRENCE STREET.

In 1857 the St. Lawrence street Congregational church was formed and in 1858 a church was built on St. Lawrence street. The first pastor was Rev. Edward P. Thwing. The present incumbent, Rev. Abiel H. Wright began his pastorate in 1871.

Services at 10.30 a. m., 3 and 7.30 p. m. Sunday School 1.30 p. m.

WILLISTON CHURCH

is situated on the corner of Carroll and Thomas streets. This is the youngest of the Congregational churches of the city. Its first commencement was as a mission chapel in 1873 in a wooden building on the corner of May and Danforth streets. Rev. Burke F. Leavitt was the first minister, succeeded by Rev. Frank E. Clark in 1876. A new brick church was built in 1878. The present incumbent, Rev. Leavitt H. Hallock, was installed in 1883. Services: 10.30 a. m., 7.30 p. m., Sunday School 3.00 p. m.

FRIENDS.

A small congregation of this worthy and honorable society hold meetings in this city in a small brick building on Oak street, where stated meetings are held on Sundays at 10.30 a. m., 7.30 p. m., Thursdays at 3.00 p. m. except monthly meeting at 10.00 a. m. The first Friends meeting house in Portland was a brick building erected in 1796 on the corner of Pearl and Federal. The lot which it occupied now forms part of Lincoln Park.

METHODIST EPISCOPAL CHURCHES.

Methodism was first organized in this city in 1794. In 1804 the old wooden St. Paul's church on Middle street was purchased and removed to the lot between Federal and Congress streets opposite the head of Chestnut street and Rev. Joshua Taylor was placed in charge. A new wooden edifice was built on Chestnut street and finished in 1812. This was known as the Chestnut Street M. E. church. In 1857 a new brick church was built on Chestnut street adjacent to the former house. This is one of the finest churches in the city, costing about \$70,000. The present minister is Rev. N. T. Whittaker who came here in 1887. It has a large membership and attendance.



CHESTNUT STREET METHODIST EPISCOPAL CHURCH,
9 Chestnut Street.

Services on Sunday at 10.30 a. m., 3.00 p. m., Prayer Meetings Sunday and Tuesday at 7.00 p. m., Class Meetings Thursday and Friday evenings.

PINE STREET.

In 1843 a movement was started to establish a M. E. church in the western part of the city, the former society formed in 1828 having disbanded. The use of the ward room on Brackett street was obtained, a Sunday school organized under the superintendence of Samuel R. Leavitt. In 1846 a house of worship was built on Pine street. Rev. Stephen Allen was the first pastor. In 1876 the wooden church edifice built 1846 was removed and a fine brick church constructed on the same lot. The church is in a prosperous condition and has been served by able pastors. Rev. Theodore Gerrish is the present pastor from 1888. There are about 300 members. Value of church \$37,000, of parsonage \$4,500. Services, Sunday at 10.30 a. m., 3 p. m. Prayer meeting 7.30 p. m. Sunday school 12 m.

CONGRESS STREET.

This church building is situated on the corner of St. Lawrence and Congress streets. It is a neat wooden building with a tower and spire. It was built in 1867 on the site of a former building constructed in 1851. The first minister was Rev. Eaton Shaw. The present occupant is Rev. J. M. Frost who was stationed here this year. Services 10.30 a. m., 3 p. m. Sunday school 1.30 p. m.

METHODIST MISSION.

Occasional services are held at Harmon's hall at the junction of Portland and Congress streets. No permanent minister.

METHODIST INDEPENDENT.

This is a society most of the members of which seceded from the Pine Street M. E. church in 1882 and built a neat wooden edifice on the corner of Vaughan and West streets. Rev. D. W. Le Lacheur is the present minister. Services 10.30 a. m., 3 and 7.30 p. m. Sunday school 1.30 p. m.

FIRST BAPTIST.

The history of this society begins in 1801 when the first church was organized. A few years later a small chapel was built on Federal street, then a more spacious house was erected on the same lot, which was afterward remodeled into an attractive church edifice which was destroyed in the fire of 1866. The society then built the freestone front church on Congress and Wilmot streets opposite Lincoln Park. It is an ornament to the city. The first pastor of this church was Rev. Benjamin Titcomb, succeeded by Rev. Josiah Converse, Rev. Caleb Blunt, Rev. Thomas B. Ripley, Rev. Ebenezer Thrasher, Rev. George Leonard, Rev. John S. Maginnis, Rev. James T. Champlin, Rev. L.F. Beecher, Rev. J. R. Scott, Rev. W. H. Shailer, Rev. T. D. Anderson and the present pastor Rev. A. K. P. Small. Services 10.30 a. m., 7. p. m. Sunday School 12.30.



FIRST BAPTIST CHURCH.
353 Congress Street.

FREE STREET BAPTIST.

This, the second Baptist Church in the city, was organized in 1836 by fifty-five members of the Federal Street Church. The Portland Theatre Building on Free Street was purchased and altered into a house of worship. Subsequently other alterations were made until it became the present attractive building. The first pastor was Rev. Thomas O. Lincoln, succeeded by Rev. Lewis Colby, Rev. J. S. Eaton, Rev. George W. Bosworth, Rev. John C. Stockbridge, Rev. A. K. P. Small, Rev. James McWhinnie, Rev. A. T. Dunn the present incumbent since 1885. Services are held 10.30 a. m., 7.30 p. m. Sunday School 12 m.

FREE BAPTIST CHURCH.

In 1810 Rev. Elias Smith organized here a society which has borne the several names of Christians, Freewill Baptists and the Union Society. After the Methodists moved into their new house on Chestnut Street this Society occupied the old Episcopal Church vacated by the Methodists, until 1817 when they purchased the

old Court House, remodeled the inside and moved it to the lot opposite the City Hall. In 1827 they erected the wooden church on the corner of Casco and Cumberland Streets. In 1884 the Society purchased of the Plymouth Church the brick edifice on Congress Street at the head of High, formerly owned by the Union Church and Plymouth Church, and made it their place of worship. In 1869 Rev. John M. Lowden of Halifax N. S. was settled as Pastor and continues in that relation. The church is prosperous and has a membership of about three hundred and fifty. Services 10.30 a. m., 7.30 p. m. Sunday School 12 m.

FIRST UNIVERSALIST.

In 1821 the first Universalist Church in Portland was organized. The first services were held in the Center School House building. The same year a house of worship was erected on the corner of Pearl and Congress Streets. It was a modern building with a spire which was afterwards removed. The first pastor was Rev. Russell Streeter, succeeded by Rev. John Bisbee, Rev. Wm. J. Reese, Rev. Menzies Raynor, Rev. D. D. Smith, Rev. C. C. Burr, Rev. Russell Streeter again, Rev. L. L. Sadler, Rev. C. R. Moor, Rev. Edwin C. Bolles, Rev. Wm. E. Gibbs and Rev. Henry Blanchard, the present minister. The present noble building occupied by this society is on High Street and was built in 1865. It is of brick covered with mastic and is a beautiful specimen of church architecture. Sunday services are held at 10.30 a. m. and 3 p. m. Sunday School at 12.15 p. m.

CHURCH OF MESSIAH.

A Second Universalist Church was organized in 1860. Services were held in Union and Mechanic Halls. Rev. Zenas Thompson was the first minister. The organization was abandoned. In 1865 after the removal of the first society to Congress Square, another organization was effected and the old church on Pearl Street purchased. This was burned in the fire of 1866. In 1869-70 the present church building on the corner of India and Congress Streets was erected. Rev. George W. Bicknell became the first pastor, succeeded by Rev. Charles A. Hayden. A new society,

"Church of the Messiah," was organized October 1881, and Rev. R. S. Kellerman succeeded Rev. Mr. Hayden. Rev. Marion Crosley, the present pastor, began his services in 1884. Since then all the large debt on the church has been paid. One hundred and fifty families are connected with the church, and there is a membership of about one hundred. Services are held at 10.30 a. m. and 8.30 p. m. Sunday School at 12 m. noon.

SOCIETY OF THE NEW JERUSALEM (SWEDENBORGIAN).

The first public new church service in Portland was held at the Methodist vestry on Cumberland Street in June 1829. Dr. Timothy Little conducted the services. In 1836 a Parish was incorporated, and in 1837 a house of worship was erected on Congress street. Rev. Henry A. Worcester was the first minister, succeeded by Rev. James Scott, Rev. Joshua O. Cobburn, Rev. T. D. Sturdivant, Rev. Wm. B. Hayden. In 1866 by the great fire the church edifice was destroyed. In 1868 a new and commodious church was built on New High Street. In 1876 Mr. Hayden resigned and Rev. J. K. Smyth became pastor in 1877. He was succeeded by Rev. Thomas A. King and in 1885 by Rev. Howard C. Dunham, the present pastor. Services are held Sunday at 10.30 a. m. and 7.30 p. m. Sunday School at 12 m.

SECOND ADVENT.

Since 1839 there have been from one to two Second Advent Societies in this city. The two are now united in one which holds meetings at Mechanics' Hall on Congress street. Sunday services are held at 10.30 a. m. and 3 p. m. Sunday School at 12 m. Social evening service at 7.30 p. m.

HEBREWS.

The Jews in this city number more than sixty families. They have a Synagogue which is called "Congregation Shaiyas Israel" located at 79 Middle street. B. Aaronson, President. Rev. Israel Levine, Rabbi. Services on Saturday, 8 to 10 a. m., 4 to 6 p. m.

LUTHERAN CHURCH.

Quite a number of Scandinavians are residents of the city. In 1874 the First Lutheran Church was organized. A small modern church building was erected on Elm street in which services are held on alternate Sundays in the English and Scandinavian languages. Services at 10.30 a. m. Rev. Geo. A. P. Rygh is the present pastor.

GOSPEL MISSION.

This is a free church mission under the charge of Rev. Samuel F. Pearson and was established in 1878. Its services are held in Congress Hall, 420 $\frac{1}{2}$ Congress street. Regular services are held Sundays and week day evenings. The mission is still in charge of Rev. Mr. Pearson.

FIRST PRESBYTERIAN CHURCH.

This was established in this city in 1885. Its services are held at Williams' Hall, 379 $\frac{1}{2}$ Congress street. Rev. John R. Crosser was its first minister. The society has about one hundred members. There is now no regular pastor. Services are held Sundays at 3 and 7.30 p. m.

Other religious organizations which hold Sunday services are, The Church of Christ, Room 6, Brown's Block, at 10.30 a. m., 3 and 7.30 p. m. Spiritualists, 457 $\frac{1}{2}$ Congress street, at 3 and 7.30 p. m. Young Men's Liberal Association, corner of Congress and Temple streets, at 2 p. m.

THE ROMAN CATHOLIC CHURCH.

From 1790 until 1810 the Catholics of the United States were under the jurisdiction of Bishop Carroll of Baltimore, in 1810 Boston became the titular see of New England: in 1855 Portland was created the titular see of Maine and New Hampshire. Its first Bishop was the Rt. Rev. David William Bacon who was installed in the old church of St. Dominic's, May 1, 1855. He died in 1874 leaving behind him noble

monuments of his zeal and energy. His successor, the Rt. Rev. James Augustine Healy, was consecrated on June 2, 1875.

As early as 1822, at the request of forty-three Catholics, Bishop Cheverus of Boston said mass for the first time in Portland in the house of Mr. Nicholas Shea on Fore street, between Exchange and Plum. The first resident pastor, the saintly Dominican, the Rev. Charles French was appointed by Bishop Fenwick in 1829.

ST. DOMINIC'S.

The congregation of two hundred souls used to assemble in a hall of the Museum on Market Square. In 1829 they built a small brick church on State street, known as St. Dominic's, occupied it in 1830, assisted at its dedication by Bishop Fenwick

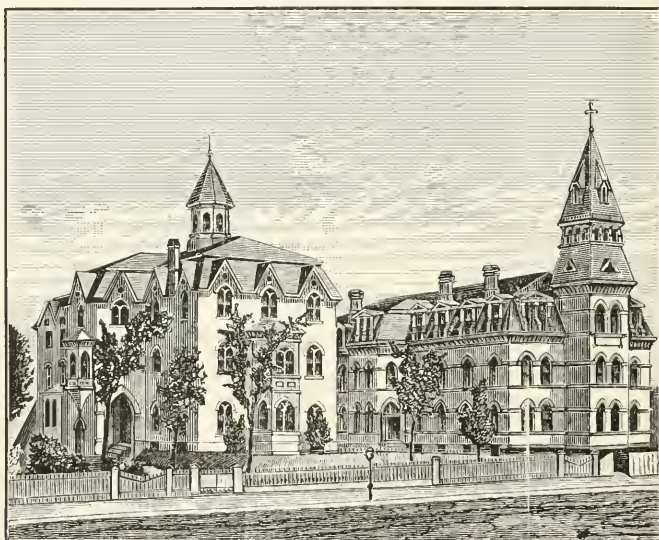


ST. DOMINIC'S CATHOLIC CHURCH,
78 State Street.

in 1833, and enlarged it at a later date. This edifice has just been taken down and a spacious, handsome church is in process of erection under the vigorous administration of the Vicar General, the Very Rev. Jno. W. Murphy.

THE CATHEDRAL OF THE IMMACULATE CONCEPTION,

the largest and most ornate church in the state of Maine, was begun in 1856, the corner stone was laid in May 31, 1866 and it was solemnly dedicated on Sept. 8, 1869. The adjoining chapel and the Episcopal residence were erected immediately after the great fire of July 4, 1866 which swept away the former chapel, built in 1856, the Bishops house, the academy and parochial school for girls.



KAVANAGH SCHOOL AND BISHOP'S RESIDENCE,
305 and 307 Congress Street.

CALVARY CHAPEL

in Calvary Cemetery, Cape Elizabeth, was built in 1861 to serve as a mortuary chapel and accomodate the Catholics living in the neighborhood.

ST. JOSEPH'S CHURCH

in Deering was opened for service Oct. 8, 1882.

SCHOOLS.

The Academy of St. Elizabeth, Free street was opened in

1876 to replace the Academy of Notre Dame, kept by the sisters of Notre Dame, Montreal, who came hither in 1864.

St. Joseph's Academy, Deering, for boarders and day scholars, founded March 19, 1882.

The Kavanagh School, founded by Miss Winnifred Kavanagh of Damariscotta, was built in 1877. It replaces St. Aloysius' Parochial school on Munjoy Hill, erected in 1864.

St. Dominic's School opened Dec. 8, 1865.

Sunday Schools at the Cathedral, St. Dominic's and St. Joseph's.

CHARITABLE INSTITUTIONS.

St. Elizabeth's Orphan Asylum, established in 1873. The orphans, first lodged on Free street, were transferred to Whitefield and finally settled in the building on the corner of High and Pleasant streets in Aug. 1887.

St. Joseph's Home for aged and convalescent women, Deering, established in 1822: the new home was occupied March 19, 1888.

The Schools, the Asylum and the Home are in charge of the Sisters of Mercy.

GUILDS.

Conferences of St. Vincent of Paul; Catholic Knights of America; Various pious confraternities.

CATHOLIC POPULATION.

In 1822, 43; 1829, 200; 1833, 300; 1861, 3000; 1866, 6000; 1888, over 9000.



Banks and Bankers.

THE first bank in Portland was the Portland Bank, incorporated 1799, capital \$300,000. This bank closed in 1814. Maine Bank, the second, was incorporated June 1802, capital \$300,000. It closed in 1812 and was succeeded by the Cumberland Bank in 1812, which also closed 1831. In 1818 this bank was robbed of \$200,000, of which nearly all was recovered. The principal party in the robbery was convicted and sent to States Prison. One of the parties to the robbery made a confession and committed suicide. A branch of the U. S. Bank was established here in 1828. The Bank of Portland was incorporated in 1817. The Casco Bank was incorporated in 1824; the Merchants' in 1825; the Canal the same year, with a capital of \$300,000 one-fourth of which was to be invested in the Cumberland and Oxford Canal; Maine Bank in 1831, capital \$100,000; the Exchange, Manufacturers' and Traders' in 1832, each with a capital of \$100,000. Subsequently were organized the City Bank, Bank of Cumberland, Atlantic Bank, Mechanics' Bank, International Bank. Of these the City Bank and the Atlantic Bank retired from business, the Mechanics Bank became the Second National, the International became the First National and absorbed the Second National.

The banks now in existence here have been re-organized as National Banks and are the the following: Casco, Canal, First National, Cumberland National, Merchants' National, Traders' National.

THE CASCO NATIONAL BANK

is one of the oldest and has borne a most prominent part in the commercial history and life of the city. It was founded and incorporated as a State Bank in 1824 by the leading business men of the town, its original directors being Ashur Ware, John Mahan, Christopher Wright, Eliphalet Greeley, George Willis, Charles Mussey, Henry H. Boody. Its first



CASCO NATIONAL BANK.
195 Middle Street.

president was Mr. Ashur Ware, and the first cashier, Mr. John P. Boyd. The only change which the bank has known took place April 26, 1865 when it was changed from a State to a National Bank with a capital of \$600,000, on March 16, increased to \$800,000 July 14 of that year. During the entire sixty-three years of its history it has won a brilliant record for unimpeachable honor, business stability, and financial soundness of transaction which may well reflect honor upon the community, and the valuable and efficient services of its founders and perpetuators. The present capital of the bank is \$800,000, and the services of ten competent assistants are constantly required to transact its immense business. They own the large and beautiful building of which they occupy the

entire first floor (60 x 80 feet), a high, well-lighted and ventilated apartment, with counting-room and private offices fitted up in neat and attractive style with every convenience for transaction of their large operations, and the most secure arrangement for the absolute safety of the valuable securities and moneys in their care. The present officers are: President, Stephen R. Small; Vice-president, Jacob S. Winslow; Cashier, Marshall R. Goding; Directors, Stephen R. Small, Jacob S. Winslow, Joseph Walker, Edward H. Davies, Frank A. Pitcher, Ammi Whitney, George P. Wescott. These gentlemen are all leading business men and representative citizens, well known and honored for their services and character, and ever actively engaged in promoting the best interests of the city.

The report of the present condition of the Casco National Bank, at the close of business, April 30th, 1888, was as follows:

Resources: Loans and discounts, \$1,728,677.79; overdrafts, \$594.50; U. S. Bonds to secure circulation, \$50,000.00; other Stocks, bonds and mortgages, \$28,500.00; due from reserved agents, \$77,602.62; due from other National Banks, \$76,219.23; due from State Banks and bankers, \$3,859.59; real estate, furniture and fixtures, \$15,000.00; current expenses and taxes paid, \$6,809.45; checks and other cash items, \$1,289.77; exchanges for clearing house, \$40,111.46; bills of other banks, \$8,705.00; fractional paper currency, nickels and cents, \$126.38; specie, \$53,274.50; legal tender notes, \$5,283.00; redemption fund, \$2,250.00. Total, \$2,098,349.29.

Liabilities: Capital stock, \$800,000.00; surplus fund, \$290,000.00; undivided profits, \$31,339.72; National bank notes outstanding, \$45,000.00; dividends unpaid, \$2,700.00; deposits, \$673,756.07; demand certificates, \$22,625.20; certified checks, \$15,562.51; cashiers' checks, \$3,287.28; due to other National banks, \$17,301.90; due to State banks and bankers, \$24,840.86; notes and bills re-discounted, \$70,000.00; bills payable, \$101,935.12. Total, \$2,098,349.29.

CANAL NATIONAL BANK.

188 Middle street, was incorporated in the year 1825, under the State law. In 1865 it became a National Bank, and has won a most unimpeachable and enviable record as a firmly



CANAL NATIONAL BANK.
188 Middle Street.

established and soundly managed institution. The first president was the Hon. Barrett Potter, and the first cashier Woodbury Storer, who was succeeded by the veteran banking leader, Mr. Josiah B. Scott, from 1826 to 1863, when Mr. B. C. Somerby officiated until his retirement, January, 1887. Since the start its management has been in the hands of our

leading and most reliable business men. At present the following gentlemen constitute the officers and directors of the Bank: President, W. W. Thomas, who has held this office since 1849; Vice-President, Elias Thomas; Cashier, George C. Peters, who has been connected with the bank for thirty-four years; Directors, William W. Thomas, Elias Thomas, F. W. Bailey, Francis Fessenden, John N. Lord, F. R. Barrett, B. C. Somerby. The capital of the Bank is \$600,000, the surplus \$304,291.80, and all its operations are conducted upon the most prudent and conservative basis.

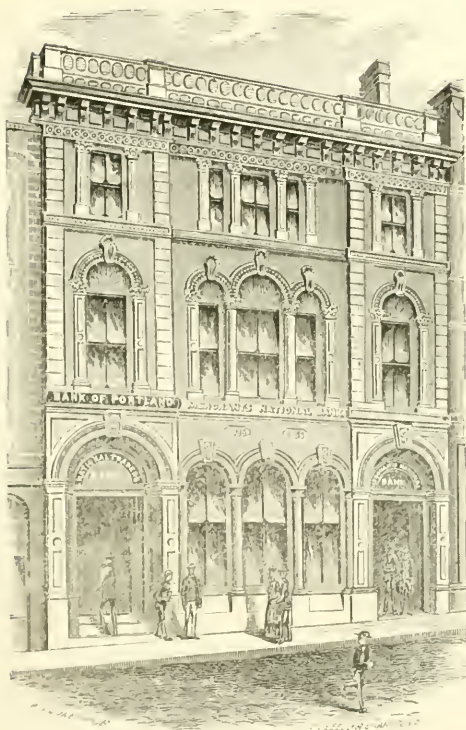
The report of the condition of the Canal National Bank, April 30, 1888, was as follows, Viz.

Resources: Loans and discounts, \$1,204,302.90; Overdrafts, \$468.26; United States Bonds, \$50,000.00; other stocks, bonds and mortgages, \$679.00; due from agents, \$76,775.40; due from other National Banks, \$51,042.05; real estate, etc., \$5,000.00; current expenses, \$5,103.71; premiums paid, \$12,000.00; checks and other cash items, \$18,975.76; exchanges for clearing house, \$15,748.60; bills of other banks, \$9,222.00; fractional paper currency, nickels and cents, \$700.51; specie, \$59,184.80; legal tender notes, \$7,000.00; redemption fund, \$2,250.00; Total, \$1,518,452.99.

Liabilities: Capital stock, \$600,000; surplus fund, \$120,000; undivided profits, \$184,139.94; National bank notes, \$45,000; dividends unpaid, \$904.75; deposits, \$455,985.03; certified checks, \$8,816.53; cashier's checks, \$7,893.73; due to other National Banks, \$65,713.01; notes and bills re-discounted, \$30,000; total, \$1,518,452.99.

MERCHANTS' NATIONAL BANK.

Among the most progressive and reliable banks in this vicinity, the Merchants' National has long been recognized by wise business men to be an exceptionally valuable institution through which to conduct financial dealings. This bank was incorporated as a State bank in 1825, and as a National bank, May 1, 1865, and since its inauguration has continued uninter-



MERCHANTS NATIONAL BANK,
34 Exchange Street.

ruptedly to transact its growing business, and stands as a representative of all that is best in the National Bank system. The capital of the bank is \$300,000; the surplus and undivided profits, \$180,000; and in addition to its officers, four assistants are constantly needed to carry on its extensive financial transactions. A finely arranged and elegantly fitted up office (20 x 75 feet) is now occupied. The officers and directors are:—President, George S. Hunt; Vice-President, James P. Baxter; Cashier, Charles Payson; Directors, Geo. Burnham, Charles Fobes, William R. Wood, W. S. Dana, D. W. Kensell. These gentlemen are all recognized as honored leaders in the mercantile and banking world, and by virtue of their long experience and high reputation as business men add

both honor and influence to the prominent position occupied by this bank.

Resources: Loans and discounts, \$803,243.45; overdrafts, \$146.11; United States bonds to secure circulation, \$50,000.00; United States bonds to secure deposits, \$70,000.00; other stocks, bonds and mortgages, \$2,492.48; due from approved reserve agents, \$38,371.64; due from other National Banks, \$12,135.23; real estate, furniture, and fixtures, \$21,000.00; current expenses and taxes paid, \$3,863.05; checks and other cash items, \$2,929.18; exchanges for clearing-house, \$5,941.59; bills of other Banks, \$1,314.00; fractional paper currency, nickels and cents, \$73.98; specie, \$30,630.00; legal tender notes, \$500.00; redemption fund with U. S. Treasurer (5 per cent of circulation), \$2,250.00; total, \$1,044,890.71.

Liabilities: capital stock paid in, \$300,000.00; surplus fund, \$60,000.00; undivided profits, \$134,546.10; national bank notes outstanding, \$45,000.00; dividends unpaid, \$331.20; individual deposits subject to check, \$311,709.48; demand certificates of deposit, \$24,000.00; certified checks, \$2,597.23; cashier's checks outstanding, \$78,717.42; United States deposits, \$25,992.17; deposits of U. S. disbursing officers, \$35,949.87; notes and bills re-discounted, \$26,047.24; total, \$1,044,890.71.

THE FIRST NATIONAL BANK,

of Portland, as its name indicates, was the first State Bank in this city to enter the National system. As a State Institution under the name of the International Bank, it was incorporated in 1859, with the following prominent citizens of Portland as directors: St. John Smith, Ezra Carter, Phineas Barnes, Charles Holden and Harrison J. Libby, of whom the latter is the only survivor, St. John Smith being President. Its organization was continued under the National Charter, which was renewed in 1883, on its expiration by limitation. The present capital is \$1,000,000. The Board of Directors elected January, 1887, is as follows: Harrison J. Libby, William W. Brown, Frederick Robie, Mark P. Emery, Albion Little, William G. Davis and

Philip Henry Brown. The report of the condition of the First National Bank, April 30, 1888, was as follows, viz :

Resonrees : Loans and discounts, \$1,609,140.69 ; U. S. Bonds, \$50,000.00 ; other stocks, bonds and mortgages, \$36,000.00 ; due from agents, \$19,389.56 ; due from other National Banks, \$157,051.36 ; due from State Banks and Bankers, \$1,347.92 ; real estate, etc., \$178,443.87 ; current expenses, \$5,125.51 ; checks and other cash items, \$216.26 ; exchanges for clearing-house, \$21,424.74 ; bills of other banks, \$11,405.00 ; paper currency, nickles and cents, \$190.42 ; specie, \$56,782.21 ; legal tender notes, \$41,300.00 ; redemption fund, \$2,250.00 ; due from U. S. Treasury, \$500.00 ; total, \$2,190,567.54.

Liabilities : Capital stock, \$1,000,000 ; surplus fund, \$120,000 ; undivided profits, \$35,957.30 ; National Bank notes outstanding, \$45,000.00 ; dividends unpaid, \$256.88 ; deposits, \$652,587.98 ; certified checks, \$12,465.93 ; cashiers checks, \$15,232.46 ; due to other National Banks, \$91,730.22 ; due to State Banks and Bankers, \$49,773.97 ; total, \$2,190,567.54.

NATIONAL TRADERS' BANK,

No. 38 Exchange street. One of the oldest established financial institutions in Portland, and one that has repeatedly shown its abiding and abundant faith in the city's solidity and continued commercial prosperity, is the National Traders' Bank. Over half a century ago the inception of this organization occurred, it having been founded in 1832 as a State Bank. Its management through the many and severe financial crises which the country has undergone since that time, has repeatedly been the theme of pronounced admiration, and the only apparent effect of the years which have passed over this enterprise, has been, as in the case of a vigorous forest tree, to still further extend its operations and strengthen its hold on popular favor. The President is Mr. William G. Davis, a native of Limington, Me. and one of our most highly respected citizens, and the Cashier is Mr. Edward Gould, who was born in Gorham, Me., and is also extensively and favorably known

in business circles. No institution of the kind in Maine is more sound, financially, as may be gathered from the fact that it has a surplus of \$105,000 on a capital stock of \$300,000. It is correspondent of the Suffolk National Bank of Boston, Mass., where it has kept its continued account from the beginning, and also of the Phoenix National Bank of New York City, where the account has been continued since 1837, and possesses exceptional facilities for the rapid and accurate transaction of business between these great commercial centers and this city. An office, conveniently fitted up, is occupied at No. 38 Exchange street, and three clerks are in attendance who give their best endeavors to the task of attending to the manifold wants of depositors and others. The Directors are William G. Davis, R. M. Richardson, Richard O. Conant, William N. Davis, Charles O. Haskell.

Report of the condition of the National Traders Bank of Portland, April 30, 1888, was as follows, viz :

Resources : Loans and discounts, \$545,174.14 ; U. S. Bonds to secure circulation.— $4\frac{1}{2}$ per cent, \$137,000. 4 per cent, \$35,000,=\$172,000 ; due from approved reserve agents, \$81,893.41 ; due from other National Banks, \$19,563.65 ; current expenses and taxes paid, \$3,645.19 ; exchanges for clearing-house, \$8,125.92 ; bills of other banks, \$9,017 ; fractional paper currency, nickles and cents, \$77.29 ; specie, \$29,230 ; legal tender notes, \$6,901 ; U. S. certificates of deposit of legal tenders, \$2,000 ; redemption fund with U. S. Treasurer, (5 per cent of circulation), \$7,740 ; due from U. S. Treasurer, other than 5 per cent redemption fund, \$1,236.33 ; total, \$886,603.93.

Liabilities : capital stock paid in, \$300,000, surplus fund, \$60,000, undivided profits, \$56,771.54, \$116,771.54 ; National Bank notes outstanding, \$131,100 ; dividends unpaid, \$719.96 ; individual deposits subject to check, \$338,012.43 ; total, \$886,603.93.

CUMBERLAND NATIONAL BANK.

The Bank of Cumberland was incorporated under the state

laws in 1835. In 1865 it became a National Bank under its present name and has never forfeited, in the slightest degree, its right to stand among the most honored representatives of the banking interests of this country. The capital of the bank is \$250,000 and the officers and directors are as follows: President, H. N. Jose, since 1876; Cashier, W. H. Soule, since 1878; Directors, Horatio N. Jose, James E. Marrett, J. C. Tukesbury, Daniel W. True, William H. Moulton, Charles P. Ingraham and Nathan Cleaves. The Board of Officers and Directors now, as has always been the case, is composed of the most honored and reliable of our merchants and citizens, who merit the continued esteem and confidence of the business world, which they have long so abundantly enjoyed.

Report of the condition of the Cumberland National Bank, April 30, 1888, was as follows, viz:

Resources: Loans and discounts, \$408,734.36; U. S. Bonds to secure circulation, \$50,000; due from approved reserve agents, \$6,064.82; due from other National Banks, \$7,472.34; real estate, furniture and fixtures, \$15,000; current expenses and taxes paid, \$2,015.10; premiums paid, \$8,000; checks and other cash items, \$5,005.82; exchanges for clearing-house, \$11-023.75; bills of other banks, \$4,020; fractional paper currency, nickles, and cents, \$72.76; specie, \$3,865; legal tender notes, \$9,259; redemption fund with U. S. Treasurer (5 per cent of circulation), \$2,250; total, \$532,782.95.

Liabilities: Capital stock paid in, \$250,000; surplus fund, \$50,000; undivided profits, \$39,414.92; National Bank notes outstanding, \$45,000; dividends unpaid, \$430.32; individual deposits subject to check, \$109,745.02; demand certificates of deposit, \$36,556.40; cashier's checks outstanding, \$1,636.29; total, \$532,782.95.

SAVINGS BANKS.

The first Savings Bank in Portland was established in 1830 and its deposits were generally from persons of small means. Its investments were made largely in bank stock, and during

the financial distress of 1837-40 large losses were met so that the bank suspended and closed up business. The present

PORTLAND SAVINGS BANK

was organized in 1852, and by the ability of its management has become one of the largest institutions of its kind in the



PORTLAND SAVINGS BANK.

83 Exchange Street.

country. The trustees are Oliver Gerrish, George E. B. Jackson, Weston F. Milliken, Franklin R. Barrett, James P. Baxter, Edward A. Noyes and Chas. S. Fobes. Oliver Gerrish is President; Edward A. Noyes, Treasurer. The bank occupies

rooms on the lower floor of the building owned by the bank 37x70 feet in dimensions, which is divided into a waiting room, directors room and general business office, one of the most spacious and elegantly furnished banking rooms in the country.

Report of the condition of the Portland Savings Bank, May 19, 1888, is as follows:

Resources: United States bonds, \$395,000.00; city and county bonds, \$1,896,080.00; loans to corporations, \$502,500.00; loans with collaterals, \$1,143,309.32; loans on mortgages, \$674,850.83; real estate, \$215,311.48; bank stock, \$98,020.00; railroad bonds, \$1,617,000.00; railroad stock, \$20,000.00; expense, \$42.95; cash, \$5,395.41; total, \$6,567,509.99.

Liabilities: Deposits, \$6,114,409.45; reserve fund, \$305,000.00; dividend No. 71 and State tax, \$141,826.48; Interest, \$6,274.06; total, \$6,567,509.99.

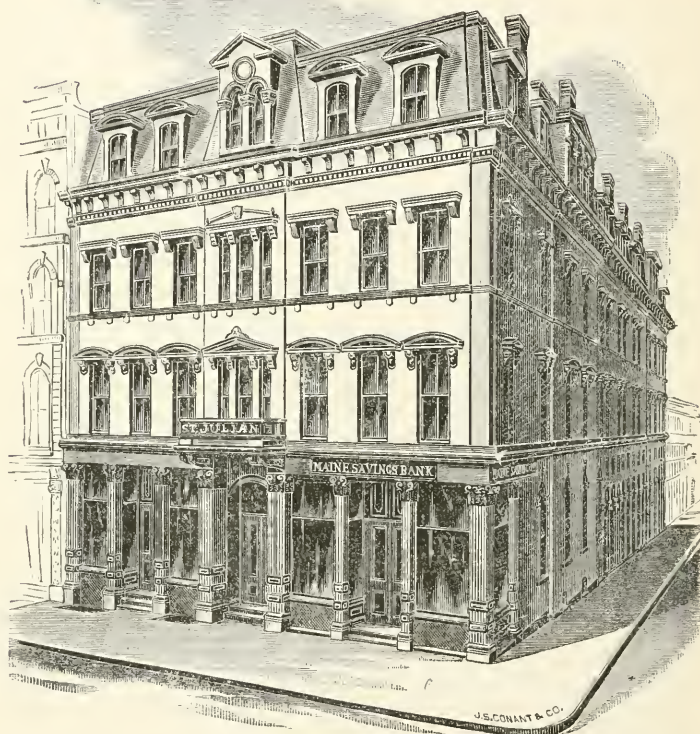
MAINE SAVINGS BANK.

This institution which came from small beginnings has become the second institution in the State. It commenced business in 1859 and was called the "Five Cent Savings Bank." In 1868 it assumed its present name.

It has nearly 16,000 depositors, and its surplus is over \$800,000. It has fine banking rooms in the brick block on the corner of Plum and Middle streets. The officers of the bank are Samuel Rolfe, President; Charles Fobes, Vice President; Alpheus G. Rogers, Secretary and Treasurer. The following with the persons named constitute the board of Trustees: Daniel W. True, Rufus Cushman, Mark P. Emery, Wm. G. Davis, Eben Corey.

Statement of the condition of Maine Savings Bank, March 28, 1888.

Resources: U. S. bonds, \$100,000; city of Portland bonds, \$92,000; public funds out of New England, \$1,627,000; railroad bonds in Maine, \$285,500; railroad bonds out of New England, \$1,792,000; railroad stock, \$9,000; corporation bonds, \$385,000; bank stock, \$21,250; real estate, \$98,126.47;



MAINE SAVINGS BANK.
198 Middle Street.

premium and expense account, \$28,698.58; loans on public funds and other securities, \$53,135; mortgages on real estate, \$338,229.96; cash, \$9,087.02; total, \$4,839,027.03. Surplus at market value of securities, \$742,015.51.

Liabilities: Deposits, \$4,591,030.93; reserved fund, \$202,671.61; profits, \$82.06; interest, \$45,242.43; total, \$4,839,027.03.

CO-OPERATIVE SAVINGS BANKS.

One of these excellent associations, the first in the city, has lately been started under the name of the Casco Loan and Building Association. Office in Oxford Block, No. 183 Middle street. Fred N. Dow, President; D. B. Ricker, Secretary.

PRIVATE BANKERS

are J. B. Brown and sons, 218 Middle street, formed in 1855; Swan & Barrett, bankers and brokers, 186 Middle street; Woodbury & Moulton, 176 Middle street, corner of Exchange; Pullen, Crocker & Co., bankers and brokers, 33 Exchange street; Aretas Shurtleff, banker and broker, 194 Middle street; Northern Banking Co., 53 Exchange street, capital \$100,000.



Industries, Manufactures, Trade.

PORTLAND is one of the most healthy cities on the globe. Its rate of mortality is the lowest. It has a delightful climate and is a city of fine residences and comfortable homes. Its industries are not confined to any one particular interest but are varied. The mechanical and laboring classes are generally industrious, intelligent and sober citizens. Strikes very rarely occur, and a continued strike is never known. The relations between the employer and employee are of the best. The manufacturing industries of Portland are gradually increasing. It is a city well adapted to that business. Coal and raw materials can be landed at this port as favorably as at any place on the sea board north of New York. The principal manufacturing establishments follow. The

PORTLAND COMPANY,

situated on Fore street, adjoining the Grand Trunk Railroad grounds, manufactures locomotives, boilers and machinery. It is the only establishment of the kind in Maine and was commenced in 1847. The establishment has a national reputation, employs 450 men, and its annual products are over \$1,000,000. Edward H. Daveis is President, George F. Morse, Treasurer, George W. Beale, Superintendent.

QUINN & CO.,

Nos. 45-49 Commercial street, are boiler makers, blacksmiths and machinists. The premises occupied are 60x300 feet and 50 men are employed.

PORTLAND ROLLING MILLS.

The works of this company are situated at Ligonía on Cape Elizabeth opposite Portland on the line of the Boston & Maine Railroad. Bar iron, fish plates and railroad spikes are manufactured. Employment is given to 180 men. Goods are shipped all over the country and are recognized as standard goods among iron workers and users. Charles R. Milliken is President; J. W. Leavitt, Treasurer.

PORTLAND STONE WARE COMPANY

is located at Deering Point on Back Cove just across Deering's Bridge. This is an old established business, and the goods they manufacture are of the best. Their pottery is the largest and best equipped of any in New England. They employ 100 hands. J. N. & E. B. Winslow, are the proprietors.

PORTLAND CEMENT PIPE AND STONE COMPANY.

This business was established in 1866, and the present company organized in 1883. The works are on Fore river at the west end of the city on a side track of the Portland & Ogdensburg Railroad. Office, 14 Plum street. Herbert G. Briggs is President; J. W. Stockwell, Treasurer and Manager.

PORTLAND STOVE FOUNDRY COMPANY

manufactures furnaces, ranges, cooking and heating stoves. Foundry and office, 33 Kennebec street.

CUMBERLAND BONE COMPANY

are manufacturers of fertilizers. Office, 2½ Union wharf.

CANNED GOODS.

Portland is headquarters for the principal packing companies in the State. The aggregate business done here is the largest in this class of goods of any place in the country. In corn packing Maine leads the world. The companies that are

located here are the Portland Packing Company, operating 37 factories; Burnham & Morrill, 31 factories; Winslow Packing Company; Twitchell, Champin & Co.; Thompson, Hall & Co.; J. P. Jordan and other smaller concerns.

CARRIAGES.

Portland has always had a good reputation for its carriages. The former establishment of James M. Kimball is now carried on by Zenas Thompson. Works 60-68 Union street. Fifty workmen are employed and the carriages manufactured are of a high grade. Other manufacturers are Martin & Pennell, 36 Elm street; Joseph Mann, 63 Preble street; Chester G. Robinson, 30 Preble street; James B. Thompson, 15 Cross street, and some twenty others.

SHOE FACTORIES.

The manufacture of shoes by machinery is increasing here, the facilities for doing business being as favorable as in any of the towns of Massachusetts.

SHAW, GODING & CO.,

are the largest manufacturers of ladies' and misses' fine shoes in this city. They have a large factory at 160 Middle street, four floors and basement. They employ 300 persons. They have also a large establishment at Freeport, Maine.

WEBB & CUSHING

have a factory at Nos. 79-83 Cross street, four floors, each 70x85. Their employees number over 200. They manufacture ladies' and misses' fine goods.

A. F. COX & SON,

Nos. 63-69 Union street, have a building of five stories and manufacture men's and boy's goods.

Other manufacturers are L. P. Hawkins, 29 Plum street;

Jones, Cartland & Payson. 105-109 Middle street, ladies' and misses' goods, and others.

THE EAGLE SUGAR REFINING COMPANY

manufactures sugar from molasses for the use of refiners. Its works are situated at No. 143-151 Fore street. George S. Hunt & Co., 169-171 Commercial street, are agents.

We have not space to enumerate or mention all of the manufacturing establishments of our city. There are other small manufacturing industries whose products in the aggregate amount annually to quite a sum and give employment to a large portion of our population.

TRADE AND BUSINESS.

The trade of Portland consists of its foreign and coast-wise business carried on by steamers, ships and smaller vessels. In the winter season, from November to May, two or more lines of ocean steamers run from here to Liverpool and other English ports. Their outward cargoes are agricultural products and provisions; their inward cargoes, miscellaneous manufactures, principally for Canada. The connection of Portland with the lower British Provinces is by the International line of steamers and sailing vessels, which bring to this market the products of the soil and fisheries in exchange for the manufactures of New England. A commercial union with Canada would be of great benefit to the business of this city.

LUMBER.

The lumber trade of Portland is large and prosperous. Not only do the mills of Maine on the Saco river and the Androscoggin river make Portland their shipping port for coast-wise trade, but Canada lumber comes here in large quantities in bond and from here is sent to South American ports. Most all of the wholesale lumber business is transacted on Commercial street. The principal firms there are the Berlin Mills Co., No. 404; Cyrus S. Clark estate, 364; Edwin

Clement, 384; Frank M. Clement, 432; Deering, Winslow & Co., 323; Rufus Deering & Co., 390; Dole & Stewart, 448; S. H. & A. R. Doten, 494-504; Frank Dudley, 342; S. C. Dyer & Co., 448; Haines, Richardson & Co., 322; J. H. Hamlen & Son, 305; George L. Hodgdon & Co., 407; S. W. Larrabee & Son, 250; J. A. Leavitt & Son, 346; R. Lewis & Co., 448; Rumery, Birnie & Co., 458-462; Smart and Doten, 366; G. W. Soule, 418; Wm. H. Walker & Co., 208.

ICE.

The ice business is an important feature of the industries of Portland. The first person to cut ice here was David Robinson, a confectioner, who is well remembered in this community. He had two stores, one on Exchange street and one on the corner of Congress and Center streets. He used the ice in his own business. He made the first ice cream in Portland, which was used at a party given to Gen. Lafayette on his visit to Portland in 1825. He cut ice on a pond on Munjoy Hill, and his ice house was a cellar, which held 12 or 14 tons, on the side of a hill. Later he built an ice house on Cumberland street, which held 52 tons. He made the attempt to retail ice from a wagon in the summer months; it was not a success as his two days' sale amounted to but 25 cents. In 1836-7 the benefit of ice was so well appreciated that there was business enough for a regular supply to all parts of the city. Mr. R. L. Robinson carried on the business and an ice house was built on Cumberland street near the Casco street church, whose capacity was 1000 tons. In 1851 the business was sold to Foster & Cartwright who carried it on until the organization of the Sebago Lake Co. This company shipped many cargoes of ice and sold out in 1855 to Mr. D. W. Clark who in connection with Mr. Ashbel Chaplin has carried on the business to the present time. In 1855 there were but 490 retail customers; there are now over 5,000. The present dealers in ice here are the Clark & Chaplin Ice Co., who are large shippers; Androscoggin Ice Co.; Burnham & Co.; Libby Bros. & Pratt;

Phinney Bros. and W. A. Clark & Co. at Woodfords. The ice used and shipped from here is supplied from Lake Sebago and ponds in this vicinity.

FISHERIES.

Portland is one of the principal ports in the country engaged in this important industry. A number of firms here fit out vessels for the cod and mackeral fishery. The fresh fish and lobster trade is large, their supplies coming from the shore fishermen who catch fish all along the coast. Shipments are made to the principal cities south and west. In salt and smoked fish an extensive business is done. In the different branches of the trade some sixty concerns are engaged and the volume of business amounts to some millions yearly.

DRY GOODS.

A large wholesale and retail business is transacted here. Leading jobbers and wholesale dealers are Wm. H. Milliken & Co., 164-166 Middle street; A. Little & Co., 236-238 Middle street; Woodman, True & Co., 137-141 Middle street; Bolster, Snow & Co., 144 Middle street. There are about twenty retail dealers of whom Rines Brothers, 529-535 Congress street; Owen, Moore & Co., 505-507 Congress street; N. John Little, 516 Congress street; Millett, Evans & Co., 517 Congress street are the principal ones. Goods are sold here at retail at as low prices as in any city in the country.

THE GROCERY TRADE

is very extensive. The largest portion of the trade of the State of Maine together with parts of New Hampshire and Vermont, comes here. Most of the trade is solicited by drummers. The merchants here have facilities for doing business equal if not superior to those in Boston. There are some thirty wholesale grocers and two hundred retailers.

FLOUR AND GRAIN.

The connection that Portland has with the west by the G.

T. R. R. and the P. & O. R. R. makes it a favorable flour and grain market, and large quantities are received and sold. The principal warehouses are on Commercial street or connecting wharves, whereby cars can be brought to their doors and the receiving and delivery of this class of merchandise be greatly facilitated. There are here over fifty receivers and dealers in flour and grain, both wholesale and retail.

BOOTS AND SHOES.

We have previously referred to the shoe manufacturers of the city under the head of manufactures. There are here from ten to twelve jobbing houses and about forty retail dealers.

PROVISIONS AND PRODUCE.

The trade in provisions is extensive, there being fifteen firms in the wholesale beef and provision trade and eighty retailers.

BUSINESS COLLEGES.

Two institutions in this city offer superior advantages for preparing young men and ladies for the counting room and business pursuits. The oldest one is the Portland Business College established in 1863 by L. A. Gray A. M., principal, and now conducted by him in the Davis Block opposite City Hall, Congress street. Shaw's Business College was commenced in 1884 by F. L. Shaw, principal. Located at 496 1/2 Congress street.

THE BOARD OF TRADE

is an important association in advancing the business interests of the city. In connection with its rooms at 26 Exchange street it has a commercial reading room which is supported by the merchants and others. Files of papers are kept and the latest telegrams are placed on the bulletin board. Joseph E. Blabon is President; M. N. Rich, Secretary; Charles S. Fobes, Treasurer.

Other business associations and corporations located at Portland are the American Turning Co., Androscoggin Pulp Co.,

Atkinson House Furnishing Co., Atwood Lead Co., Bartlett Land and Lumber Co., Casco Carbonized and Cement Drain Pipe Co., Casco Turning Co., Central Wharf Towboat Co., Deering Land Co., Eastern Dredging Co., Fiberite Manufacturing Co., Forest City Sugar Refining Co., Galt Warehouse Co., Goodwin Invalid Bed Attachment Co., Independent Towboat Co., Indurated Fibre Co., Leighton Manufacturing Co., Maine Mutual Accident Association, New England Telephone and Telegraph Co., Ocean Insurance Co., Otis Falls Pulp Co., Island Paper Co., Sebago Wood Co., Union Compound Co., Union Mutual Life Insurance Co., Union Packing Co., Westbrook Manufacturing Co., White Mountain Telephone Co., and others.



Express Companies, Ticket Agents, Livery Stables, Carriages, Herdies, Etc.

THE first express ever established in this city was by James N. Winslow in 1839 when he commenced running on the boat between Boston and Portland tri-weekly each way. He afterwards was one of the proprietors of the Eastern Express Company, which transacted most of the business in the State of Maine. Prince's Express is the oldest now in this city, having carried on the business since 1849.

The following companies and concerns transact the business at the present time: American Express Co., 44 Plum street; Prince's Express and Agent for Adams & Co., 103 Exchange; Canadian Express Co., 82 Exchange; Erie Express Co., 75 Union; Grand Trunk Railway Express, 35 Exchange; Greely's Express, Yarmouth, etc., 190 Federal and 75 Union; Hanson's Express, So. Windham, 190 Federal; Hodgdon & Co., Woodfords and Morrill's Corner, Deering, 194 Federal; Jose's Express, Gorham, 190 Federal; Kingsley's Express, Yarmouth, 190 Federal and 75 Union; Leighton's Express, Saccarappa, 190 Federal; C. E. Libby, parcel delivery, 97 Cross; Mayberry's Express, North Gorham and South Windham, 235 Middle; Moxcey & Soule's Express, Yarmouth, 190 Federal; New England Dispatch Co., 75 Union; New York & Portland Express Co., 70 Exchange; Starbird's Express, Saccarappa, etc., 190 Federal and 75 Union; Stearns' Portland & Kezar Falls Express, 38 Market; Swett & Co., Portland & Boston, 35 Exchange; Taxbox's Express, Bidde-

ford & Saco, 75 Union; Walker's Express, Kennebunk, 75 Union.

TICKET AGENTS. (RAILROADS AND STEAMERS.)

William D. Buck, 272 Middle street; James L. Farmer, 22 Exchange; Grand Trunk Railway, 35 Exchange; Patrick McGowan, 422 Congress; Union Ticket Office, 40 Exchange. Also at all the railroad stations tickets to any part of the country are sold.

STABLES.

At most all of the hotels teams and carriages for pleasure drives can be obtained. The principal stables are J. F. Libby, 20 Preble street; Henry L. Taylor, 68 Oak; H. P. S. Gould, rear of 7 Market Square; Fernald and Sawyer, rear 697 Congress. There are some forty other stables in the city most of which furnish teams and carriages; also picnic wagons for conveying large parties to the beaches, etc.

CARRIAGES AND HACKS.

At all the railroad and steamer stations comfortable carriages and hacks will be found ready to transport passengers to any part of the city. The principal hotels generally have coaches for the accommodation of their guests who are expected to pay the regular rates. The rates as fixed by the ordinances of the city are not exceeding fifty cents for each passenger at any hour of the day or night within the city; children, between the ages of four and twelve, with an adult, half price, under four, free: one trunk and two smaller articles allowed to each passenger. Herdies or cabs, of which there are a few in the city, generally carry passengers at lower prices. Baggage wagons, which can always be found at the stations, transport baggage at reasonable rates. All carriage and wagon drivers are licensed and required to show their number in a conspicuous place.

UNDERTAKERS.

The licensed undertakers of the city are Ilsley Brothers, 210 Federal street; Nathaniel W. Morse, 189 Federal street; J. H. N. Rand, Peaks Island; James Wallace, Long Island; S. S. Rich & Son, 106 Exchange street; Dennis Tobin, 241 Federal street.



Historic Places.

THE following are among the historic places in Portland. The sites of buildings, etc., which are notably connected with its early history, and the birth places or residences of some of its distinguished citizens. The fire of 1866 made sad havoc with some of the old landmarks.

Cleeve and Tucker. Near the foot of Hancock street on Fore George Cleeve and Richard Tucker built the first house in 1633.

Henry W. Longfellow's Birth-place. The three story house on the corner of Fore and Hancock streets is the birth-place of Henry W. Longfellow, born Feb. 27, 1807.

Stephenson Mansion. The old fashioned house No. 137 Fore street is the Stephenson Mansion built in 1786.

Munjoy Garrison. The northwest corner of Fore and Mountfort streets is the site of the Munjoy Garrison built in 1660 and captured by the Indians in 1676.

First Meeting House.—Fort Burrows. Near the Portland Company's office on Fore street is the site of the first meeting house built in 1670. In it preached the Rev. George Burroughs 1674–1690, the victim of the Salem witchcraft mania. The Portland Company's office is also on the site of Fort Burrows, built in the war of 1812–15.

Fort Allen. On the Eastern Promenade adjoining house No. 53 may be seen the remains of a fortification, Fort Allen, built in the war of 1812–15.

Cleeve and Tucker Monument. On the Eastern Promenade at the head of Congress street is the Cleeve and Tucker monument erected by Payson Tucker Esq.

Soldiers Graves. On the lower side of the Eastern Promenade, a little to the north of Quebec street, within a row of stone posts are the graves of some of the soldiers of the war of 1812, who were captured by the English at the battle of Queenstown in 1812 and sent to Boston for exchange. On their way the vessel came in here and some of them died in the hospital. Their graves were unhonored and unknown till the past year, 1887, when on memorial day they were for the first time decorated by the G. A. R.

Fort Loyall. The Grand Trunk Railroad station at the foot of India street is the former site of Fort Loyall, destroyed by the French and Indians May 20, 1690.

Meeting House.—Court House. On the northwest corner of India and Middle streets is the site of the meeting house (Parson Smith's), built in 1721 and also of the Court House, burnt in 1775.

Parson Smith's House. On Congress street opposite the head of India street is the site of the residence of Parson Smith, burnt in 1775.

Alice Greele's Tavern. The southeast corner of Hampshire and Congress streets is the site of the famous Alice Greele's tavern of Revolutionary days.

Ross and Tyng House. On the southwest corner of Middle and Franklin streets is the site of the Ross and Tyng House, 1755-1866, the residence of Alexander Ross and Col. William Tyng.

Waldo House. Southworth Bros. printing establishment, No. 105 Middle street, is on the site of the residence of Gen. Samuel Waldo who died in 1759.

Episcopal Church. The site of the first Episcopal Church, St. Pauls, built in 1763, is at the northwest corner of Church and Middle streets.

Commodore Preble. The Casco Bank building, No. 195 Middle street is the site of the house where Commodore Preble lived and died in 1807.

Old Rooster. On the apex of the tower of the First

National Bank building on the southeast corner of Middle and Exchange streets may be seen the gilded rooster that stood so long over the old Court House. This bird in 1886 reached its Centennial anniversary and is now in a good sound condition.

Marston Tavern. The block of brick stores (Hammond Block) in Market Square occupies the lot on which formerly stood the Marston Tavern, a famous hostelry before and after the Revolution. It was removed in 1833 to State street where it now stands remodeled into a block of houses.

Home of Longfellow. The three story brick house, No. 487 Congress street, adjoining the Preble House, built in 1786 was the home of Longfellow in his youth and early manhood.

Oldest Houses. The oldest house in the city is at No. 97 York street, built in 1738. The one on the northwest corner of High and York streets was built in 1740. Other old houses are the Stephenson house, before mentioned; Weeks house, formerly at the foot of India, now the Portland house, No. 121 Green street; Marwick house, No. 44 Spring street, 1784; Mrs. Mussey's boarding house, cor. Park and Congress streets, 1784; two houses on Bradbury's lane, built in 1784; Longfellow house, No. 487 Congress street, before mentioned; Dyer house, No. 15 Commercial street, the former residence of Commodore Preble, built in 1786; brick house, No. 100 Free street; also No. 112, cor. Oak, built in 1792; Clapp house, cor. Elm and Congress, built in 1794. The fire of 1866 burnt many of the old houses which were in the lower part of the city.

Chadwick House. in the rear of No. 431 Congress street, formerly stood fronting the street, but was moved to make space for the Odd Fellows' Hall. It was built by Parson Deane in 1765, and was occupied by him at the time of his death, 1814.

Sargent S. Prentiss' birth-place. Congress Hall, No. 420 Congress street, occupies the site of the house where Sargent S. Prentiss was born in 1808.

Edward Payson. The building on the northeast corner of Middle and Franklin streets is the site of the house (burnt 1866) where Rev. Edward Payson lived and died in 1827.

Nathaniel Parker Willis. The north part of the Baptist church on Wilnot street occupies the land on which formerly stood the house in which Nathaniel P. Willis was born in 1806.

Fanny Fern (Sarah Payson Willis) was born in 1811 in the house (burnt in the fire of 1866) the site of which is No. 72 Franklin street, near Lincoln Park.

John Neal. His residence and where he died was house No. 175 State street.

Prentiss Mellen lived and died in house No. 166 State street. Wm. P. Fessenden resided in the same house subsequently and died there.

Ether Shepley and George F. Shepley resided at No. 156 State street.

William P. Preble's residence was house No. 51 State street.

Simon Greenleaf's home was in the house on the northeast corner of Elm and Cumberland streets. Ezekiel Whitman occupied the easterly half of the same block.

William Willis. House No. 81 Free street was his residence, and he died there.

Ashur Ware lived at the time of his death in house No. 101 Free street.



Portland's Distinguished Sons and Daughters.

NO place in our country has been more honored by its illustrious men and women than Portland. In the walks of literature, as lawyers, clergymen, statesmen, authors, historians, artists and poets, they have given distinction to it as the place of their birth or subsequent residence.

Among those prominent in the early history of the town were George Cleeve the first settler, George Munjoy, Edward Tyng and his son Commodore Edward, and grandson Col. William Tyng, Capt. Silvanus Davis, the brave defender of Fort Loyall, Lt. Thaddens Clark, Rev. George Burroughs, Anthony Brackett, George Bramhall, General Samuel Waldo, Moses Pearson. In Revolutionary times we had Gen. Jediah Preble, Rev. John Wiswall, Dr. Nathaniel Coffin, Robert Pagan, Thomas Wyer, Phineas Jones, Gen. Peleg Wadsworth, Edward Preble and others. The earliest members of the bar were Theophilus Bradbury and David Wyer in 1762. Theophilus Parsons, 1774. Subsequently we had Salmon Chase, uncle of Salmon P. Chase, Stephen Longfellow, Isaac Parker, Ezekiel Whitman, Simon Greenleaf, Samuel Fessenden, William Willis, Prentiss Mellen, William P. Preble, Wm. Pitt Fessenden, Woodbury Storer, Bellamy Storer, Albion K. Parris, Thomas A. Deblois, Charles S. Daveis, Nathan Clifford, F. O. J. Smith, George F. Shepley, Edward Fox. Among the prominent lawyers of to-day are William L. Putnam, John Rand, Sewall C. Strout, Joseph W. Symonds, Charles F. Libby, Josiah H. Drummond, Nathan and Henry B. Cleaves, William H.

Clifford, Almon A. Strout, Wilbur F. Lunt, Clarence Hale, Henry W. Swasey.

Of orators and statesmen Portland claims Sargent S. Prentiss, the distinguished orator of the South; William P. Fessenden, Senator, and Secretary of the Treasury; John Appleton, Minister to Russia; Thomas B. Reed, now prominent in the Councils of the nation; William W. Thomas, Jr., ex-minister to Sweden.

In literature we have the names, native born, of Samuel Freeman, Charles S. Daveis, John Neal, Nathaniel P. Willis, Sarah Payson Willis, (Fanny Fern), Henry W. Longfellow, Nathaniel Deering, Bishop Horatio Southgate, William Cutter, D. Humphrey Storer, James Brooks, Erastus Brooks, Prof. Henry B. Smith, Louisa Payson Hopkins, George Payson, Samuel Longfellow, Isaac McLellan, Elizabeth Payson Prentiss, Sylvester B. Beckett, Daniel C. Colesworthy, Elijah Kellogg, Charles P. Hsley, Wm. Law Symonds, Rev. Joseph H. Ingraham, Mrs. L. D. M. Sweat, Clara Barnes Martin, Dr. Charles E. Banks, Mrs. Mary P. Sherwood, Margaret E. Jordan, William M. Sargent, Eliza S. True, Wm. Freeman, George W. Light, Edward H. Thomas, Edward R. Place, Chas. H. Porter, Harriet Winslow Sewall, George A. Bailey, Lewis Dela, Mary Bartel, Ellen Fessenden Lincoln, Stephen Berry, Charles W. Goddard, Abba Gould Woolson, Margaret A. Bolles, John D. Williams, Edward A. Jordan, Mrs. Elizabeth Cavazza, Marcia D. B. Jordan, Walter L. Sawyer, Mrs. E. P. Thwing and others.

Residents, not natives: Rev. Samuel Deane, Thomas B. Wait, Edward Payson, Daniel George, Daniel Davis, Rev. Ichabod Nichols, Rev. William T. Dwight, Henry A. S. Dearborn, Rev. John W. Chickering, Rev. Jason Whitman, Dr. Isaac Ray, Mrs. Ann S. W. Stephens, Edward P. Weston, Ashur Ware, William B. Sewall, Dr. J. W. Mighells, Asa Cummings, William Willis, Seba Smith, Mrs. Elizabeth Oakes Smith, Rev. Cyrus A. Bartol, Frederick and Grenville Mellen, Francis Springer, Charles Holden, Nathaniel H. Carter, Walter Wells,

William Goold, Phineas Barnes, Mrs. Elizabeth Akers Allen, Robert Rexdale of the Sunday Times, Caroline E. D. Howe, Edward S. Osgood, Henry Goldard, Rev. Charles Jenkins, Bishop Perry, Bishop Alex. Burgess, Josiah Pierce, Rev. Chas. Soule, Ira Berry, James W. Miller, Rev. E. P. Thwing, James P. Baxter, Rev. Henry M. Burrage, Rev. Henry M. King, Isaac Cobb, S. M. Watson, Mrs. H. E. Arnold, Wm. A. Goodwin and others.

In painting we have Codman, Coles, Prior, Tilton, Mellen, Harris, Coleman, Kimball, Brown, Murray, Cloudman.

In sculpture, Paul and Charles Akers, Simmons, Thaxter.

(For many of the names furnished in the above list the editor is indebted to the new publication, "Poets of Maine," compiled by George B. Griffin.)



Extracts from Old Newspapers.

AS an interesting feature of this work I have compiled from some of the papers of the day, some brief jottings of events at the dates specified.

1792. Persons licensed to keep tavern and retail spiritous liquors. Portland: Alice Greele; Ebenezer Davis, sign of the Light Horse, Free street; Abraham Stevens; John Rudberg.

The subject of the separation of Maine from Massachusetts was in 1792 presented in the Massachusetts Legislature. The vote in Maine was taken on the first Monday of May 1792, and defeated. Yeas 2,074, nays 2,524.

Regimental muster held in Sept. 1792. Col. Cobb's Regiment of military at Bramhall Hill, then marched to Munjoy Hill. Dinner to the officers, etc., at Capt. Davis' on Free street. Artillery company lately formed paraded, commanded by Capt. Weeks.

October 8, 1792 Josiah Paine advertised to ride post, convey newspapers, etc., from Portland to Berwick. Leave Portland on Monday reaching Berwick on Tuesday evening. Post rider to Hallowell in 1792 advertised.

Dec. 10, 1792. At the U. S. District Court which was opened in this town on Tuesday last, judgment was rendered against the defendants in the action, May vs. Skinner and others, for being concerned in the slave trade, according to a special verdict found at the last June term. The jury had found the defendants guilty of importing thirteen slaves. For the first of these offenses they were fined £200, and for importing the slaves £50 each, the whole amounting to £850, one-half the

sum to be paid to the prosecutor and one-half to the commonwealth.

Friday, February 22, 1793. The birthday of Washington was celebrated by a meeting at Citizen Thomas Motley's, the sign of the Free Mason's Arms, where was displayed the flag of the U. S. Citizen Nathaniel F. Fosdick presided.

July 4, 1793. Celebration. Procession. Escort. Portland Artillery. Capt. L. Weeks, first company of artillery organized in Maine. Oration by Dr. Deane. Dinner at Motley's tavern.

July 30, 1793. A town meeting was held, Capt. Nathaniel Deering, Chairman; S. Waldo, Secretary. Voted to preserve neutrality in the present European war, etc.

Oct. 12, 1793. Thomas Cummings advertises goods, etc. for sale at his store on State street. (It was then King street. At that time the name King was odious. The name State was continued for some years.)

Oct. 1793. On the news of the death of John Hancock being received, the colors of all vessels were placed at half mast and the bells tolled.

Oct. 18, 1793. A meeting of gentlemen was held at the Court House in reference to the separation of Maine from Massachusetts and a committee appointed, etc.

Stage from Portland to Wiscasset advertised December 7, 1793. Leave Portland on Monday at 7 o'clock a. m., and arrive at Wiscasset Tuesday at 1 o'clock p. m.

1794. Great excitement on account of the embargo.

June 21, 1794. The convention in favor of separation met and adjourned to second Tuesday of October, 1794.

July 4, 1794. Celebration by citizens. Procession escorted by the Artillery Co. Dinner at Motley's.

July 12, 1794. Proposals for mails: To leave Portsmouth Tuesdays and Fridays at 1 o'clock p. m., arrive in Portland Wednesdays and Saturdays at 6 o'clock p. m.; to leave Portland every Monday at 6 o'clock a. m., arrive at Wiscasset Tuesday at noon; to leave Portland Monday at 6 o'clock a. m., arrive at Pittston Tuesday evening at 6 o'clock.

July 19, 1794. Arrived here Col. Rochefontaine, the engineer dispatched by the President of the United States for the purpose of laying out fortifications.

July 23, 1794. An 18 pounder being proved by the engineer Mr. Rochefontaine at Fort Sumner burst and Capt. Andres Zelisbedt, a Swede, was killed and Mr. Jere Colby wounded.

August 21, 1794. Died at Stroudwater, Capt. George Tate, aged 94. He was born in England in 1700 and was a seaman on board the first frigate ever built in Russia in the reign of Peter the Great.

Oct. 13, 1794. Advertisements of new Theatre (first ever here) on State (King) street, Coffin lot.

Jan. 1, 1795. New line of stages leaves Boston Monday and Thursday mornings, arrives at Portland Wednesday and Saturday, p. m.

Jan 19, 1795. Columbian Tavern, opposite the jail, Caleb Graffam.

Statistics, March 1, 1794 to March 1, 1795. Deaths 46; births 70; marriages 30.

Rev. Thomas Smith died, was buried May 30, 1795.

July 4, 1795. Celebration by a procession which started from the Columbian Tavern. Oration at Dr. Deane's meeting house by Rev. E. Kellogg.

August 3, 1795. Advertisement of a beautiful African Lion on exhibition at Mr. Motley's tavern on Main street. Admittance, 9d.

Sept. 23, 1796. A meeting of Portland Marine Society held at Mason's Arms Tavern.

Oct. 15, 1796. Citizen Peter Gabriel Due and his wife applied to a notary for a certificate, etc., as to residence in the commonwealth.

May 13, 1797. It is said a new jail is now building in this town. It is situated on Back street near the County House. The materials are stone and lime. It is to be two stories high and to be completed as soon as is possible.

May 23, 1797. The hospital for the small pox on Brimhall's

Hill will be open to receive patients the first week in June. Terms of admission may be known by applying to Drs. Coffin, Thomas and Erving.

Oct. 30, 1797. The Artillery Co. of this town have voluntarily offered themselves as a part of the 80,000 requisition men.

President's message delivered Oct. 17, 1803, was received in Portland Oct. 28.

Nov. 10, 1803, St. Pauls church opened.

Dec. 23, 1803. Portland Marine Society meeting at Beeman's Hall, Fore Street. T. M. Prentiss, instructor of the Union School, Jan. 20, 1804.

Feb. 17, 1804. Legislature of Vermont granted a turnpike from Lake Champlain through the four northern counties in the state to Connecticut river in the most convenient direction for Portland, 170 miles, called the Northern Turnpike Co.

April 6, 1804. Vote in Portland for Governor: Sullivan 159, Strong 406.

June 21, 1804. Standard presented to the Portland Light Infantry Co., Ensign, Levi Bradish. Miss Nabby Deane made the presentation, received by Edward Capen. Ball in the evening at Mechanic's Hall, Fore street.

Wednesday, July 4, 1804. Celebration. Salutes from Fort Sumner and the Artillery Co. Dinner at Mechanics Hall, Fore street.

Theatrical Company at Union Hall, July 19, 1804.

Aug. 30, 1804. A church bell weighing 1800 lbs., was brought from Liverpool by Capt. Jameson for the First Parish (Dr. Dean's.) During the year the Episcopal church was finished and the old church repaired for the use of the Methodists.

Militia 1804. The town was divided into six wards, each of which is to furnish a company independent of the Artillery and Infantry Co's.

Nov. 1, 1804. Calvin Day sold out his interest in the Eastern Argus to Nathaniel Willis, Jr.

Nov. 23, 1804. The subscribers to the Mechanic Assembly to meet at the Bunch of Grapes Tavern, Tuesday evening at 6 o'clock.

Statistics 1804. Deaths in Portland, 135; marriages, 90; births, 150.

Feb. 1, 1805. Ballad published on the death of Lieuts. Somers and Wadsworth.

March 1, 1805. Prospectus of Portland Magazine by Wm. Jenks and Arthur Shirley.

April 19, 1805. A dinner given at Columbian Hall to Commodore Preble. Hon. Woodbury Storer, President; Hon. Isaac Parker, Ebenezer Mayo, James D. Hopkins, Vice Presidents.

July 4, 1805. Celebration. Procession from Dr. Coffins Hall, King street, escort, Portland Light Infantry, to Dr. Deane's meeting house. Oration by Rev. Joshua Taylor. Dinner at Concert Hall. David Bradish, President; Isaac Ilsley, Capt. Levi Bradish, Capt. Robert Ilsley, Vice Presidents. Salutes from Fort Sumner.

Oct. 18, 1805. Military review took place on Fort Hill (Munjoy.) Entertainment at Union Hall, non-commissioned officers at Portland Coffee House.

Nov. 1, 1805. Maine Fire & Marine Ins. Co. began business.

Nov. 10, 1805. A card from N. Willis, editor of the Argus headed Persecution.

Jan. 10, 1806. Andrew Hanson confined in jail for nine months.

Jan. 24, 1806. Salmon Chase advertisement.

Statistics: During the year 1805 there were 111 marriages, 157 deaths.

Feb. 7, 1806. Edward Howe published a certificate from the Massachusetts Mechanic Association of his ability as a workman.

Feb. 21, 1806. New line of stages from Boston to Portland in two days. Books kept at the Portland Coffee House by Thomas Peck.

March 21, 1806. Taber's bills refused by the Maine Bank. John Taber & Son replied that they had met their notes and expected to do so.

June 26, 1806. Bomb Ketch Etna built here.

July 10, 1806. Salmon Chase and Barrett Potter formed a partnership.

July 4, 1806. Salute from Fort Sumner. Procession formed at Concert Hall, escorted by Portland Light Infantry. Capt. Bradish. Oration at Dr. Deane's meeting house. Oration by Eben French. Dinner at Concert Hall. Federal procession formed at Union Hall, escorted by the Artillery Company to Mr. Kellogg's meeting house. Oration by Edward Payson. Dinner at Mr. Cobb's.

Aug. 8, 1806. Died, Salmon Chase (uncle of Salmon P.), aged 45. A gentleman universally esteemed and his sudden exit is lamented. His remains were on Monday entombed, attended by a large number of respectable citizens and preceded by the students of Portland Academy, the officers of Maine Bank and the Fire Society of which he was a member.

Sept. 15, 1806. Regimental review was held of First Regiment near Fort Sumner. One troop of cavalry, twelve companies of infantry, one company of artillery under command of Lt. Col. Merrill, marched through the streets.

Jan. 20, 1807. Legislature authorized the formation of two military companies, Mechanic Blues and Portland Patriots.

March 23, 1807. Nathaniel Willis, editor of the Argus, set at liberty after being confined in jail one hundred days.

April 16, 1807. John Taber & Son gave notice of their failure.

May 28, 1807. Mechanic Blues organized. Martin Nichols Capt.; John W. Smith, Lieut.; George Lovis, Ensign. Strond-water Light Infantry elected Charles Pierce, Ensign.

June 1, 1807. At a rejoicing in favor of the general election, a cannon being discharged on Fort Hill, a premature explosion took place and three men, John Davis (who died), Ephraim Rich and Obadiah Sawyer were injured. A subscription was opened for their benefit.

July 4, 1807. Celebration. Procession formed at Union Hall, marched to Dr. Deane's meeting house escorted by Portland Light Infantry and Mechanic Blues. Oration by Daniel W. Lincoln. Dinner at Union Hall.

July 16, 1807. Shipwreck of the schooner Charles with 23 persons, on Cape Elizabeth near Richmond's Island. Three, viz: Sidney Thaxter, Mr. Cook, Mr. Monie swam ashore and were saved, all the others were lost.

Aug. 6, 1807. A draft had of 195 men from Col. Merrill's Regiment.

Aug. 25, 1807. Death of Com. Preble. Funeral Aug. 30. Deaths during the year 1807 in Portland 193.

March 17, 1808. H. A. S. Dearborn, Captain Second Artillery Company.

Company of sea fencibles to do military duty at Fort Sumner organized, Daniel Tucker, Capt.; John L. Lewis, Thomas Burnham, John Wildrage, Lieuts.

July 4, 1808. Federal salute from Capt. Dearborn's company of Artillery. Procession formed at Concert Hall, Capt. Robert Ilsley, Lieut. Willis, Ensign Gallishan, Marshals, Escort, Light Infantry, Capt. Bradish; proceeded to First Parish meeting house. Prayer by Rev. Joel Winch. Reading the Declaration of Independence by D. W. Lincoln. Oration by H. A. S. Dearborn. Dinner at Concert Hall on Fore street, Wm. Widgery and Isaac Ilsley presiding.

July 21, 1808. Execution of Drew for murder.

Aug. 15, 1808. Town Meeting to petition the President to suspend the embargo laws, etc.

Oct. 6, 1808. Nathaniel Willis sold out his interest in the Argus to his partner Francis Douglass.

Nov. 10, 1808. Election for member of Congress. Vote of Portland, Ilsley, Rep. 220; Whitman, Fed. 536.

June 10, 1809. The restoration of commercial intercourse with Great Britain was celebrated by the Republicans. At 12 o'clock a procession was formed at Union Hall and escorted by the Portland Light Infantry under command of Capt. Francis

Osgood to the Third Parish meeting house. An address was delivered by Daniel Waldo Lincoln. Dinner at Union Hall.

July 4, 1809. Celebration. Salutes from Fort Preble. Procession escorted, by Mechanic Blues, to Third Parish meeting house. Address by Wm. Widgery. Dinner at Union Hall.

Dec. 14, 1809. Account of the re-capture of the Brig Henry, Capt S. R. McLellan, from a French Privateer, Nov. 5, 1809.

Dec. 31, 1809. Shipping in Portland 32,007 47-95 tons.

May 7, 1810. The name of Fish street changed to Exchange street.

Census of Cumberland county: population 1800, 37,918; 1810, 42,831.

April 11, 1811. N. F. Fosdick former collector was imprisoned for debt due United States, and discharged by act of Congress in certain cases.

July 4, 1811. Republican procession from Mechanic's Hall, Escort, Mechanic Blues, Light Infantry and Artillery, to First Parish. Oration by Col. John D. Learned. Dinner at Mechanic's Hall.

July 23, 1812. William Widgery mobbed in Boston.

Deaths in Portland 1812, 113.

Aug. 1813. Dinner to Com. Bainbridge, at Burnham's Hotel.

Feb. 15, 1815.. News of peace three days from Washington to Portland. Boston to Portland in 13 hours. Town illuminated.

July 19, 1815. North school house on corner of King and Middle streets sold at auction.

Sept. 27, 1815. Notice of death of Lieut. Kervin Waters. Funeral from the house of Daniel Brown, King street. Subscription for a monument.

Statistics: Deaths, 1813, 148; 1814, 92; 1815, 111; 1816, 110.

July 1817. Visit of President Munroe.

Aug. 15, 1817. St. Paul's church was consecrated by Bishop Griswold. Rev. Mr. Olney and Rev. Mr. Burroughs of Portsmouth assisted.

July 4, 1818. Celebration at L. Moody's by a company of young gentlemen. Address by John Anderson, Esq. Aug. 1. Robbery of Cumberland Bank.

April 20, 1819. Iron Foundry established at foot of King street.

May 26, 1819. Rev. R. S. Tenbroeck installed as Rector of St. Paul's church, Rev. Mr. Olney and Rev. Mr. Morse of Newburyport officiated.

July 3, 1819. Boat Enterprise advertised to run as an Island Packet four times a day.

March 2, 1820. The contributions by the people of Portland to the sufferers by fire at Savannah amounted to \$723.28.

April 6, 1824. Joseph Libby Principal of the Latin Grammar School.

April 13, 1824. Steamboat line advertised to Augusta, Bath, Portland and Boston.

Sept. 1, 1825. Public schools in Portland, 9; scholars, 1,038.

May 13, 1828. Appeal from the Catholics for help to build a chapel on State street, by John Conner, Dennis McCarthy, John Crease.

May 20, 1828. Theatre on Preble street.

May 23, 1828. Fire Protective Society organized.

December, 1828. Exchange Coffee House, Fore street, opened.



Walks and Drives About Portland.

THE center of the business portion of the city is about at Market Square, and from there visitors can in carriages or on foot begin a drive or walk about town to obtain views of the city's public buildings, private residences and places of historic interest. If the visitor is stopping at the Preble House or the United States Hotel, he will find himself on stepping out doors, in Market Square. If he stops at the Falmouth or Merchants' Exchange, he is but a short distance from the Square.

All the horse car lines of the city pass through or start from Market Square. The Deering horse cars start at the head of Preble street at the corner of the Preble House. The Congress street cars, painted green, run between the Congress street station and Munjoy Hill. The Spring street cars, painted blue, run between the steamers, Grand Trunk Railroad station and Vaughan street.

Proceeding down Middle street, one of the principal business streets of the city, both sides of which are lined with substantial stores built mostly after the fire of 1866, we come to its junction with Free street. The lower end of Free street, where it joins Middle street, contains many fine stores.

The first building of importance is the Falmouth Hotel, between Plum and Union streets, previously described. (See page 94.) Opposite is a plain block of brick buildings, in the wall a marble slab, on which is the following: "Homestead of Benjamin Mussey, A. D. 1749. Mussey's Row, begun by his son John Mussey in 1799—completed in 1801. Partially burnt and rebuilt by him in 1815. Partially burnt and rebuilt

in 1852 by his son John Mussey. Wholly burnt and rebuilt in 1856 by the same. Wholly burnt in the great fire of July 4 and 5, 1866, and rebuilt by the same."*

Opposite the Falmouth, up Temple street, is the Merchants' Exchange Hotel and on the corner of Middle and Plum streets is the St. Julian Hotel, of which hotels previous mention has been made. Opposite the head of Plum street is the fine granite front of the Casco Bank building, formerly the site of the old "Sun Tavern," afterwards the "Casco House" and the residence of Commodore Edward Preble, and where he died in 1807.

A few steps brings us to Exchange street. The fine marble building on the northeast corner is the Post Office and United States Court room. There formerly stood here before the fire of 1866 a substantial granite building which was so injured in that fire that it had to be taken down and the present fine structure erected in its place. On this spot formerly stood a granite building called the Portland Exchange, built in 1839 and sold to the United States and destroyed by fire in 1854. The Exchange Hall in this building was in the forties a great place for political gatherings. Sargent S. Prentiss there electrified his former townsmen by his oratory; Daniel Webster took part in a trial held there; John Quincy Adams and James K. Polk had receptions there. On the opposite, or southeast corner is the elegant building owned and occupied by the First National Bank. On the adjoining corner lived at the time of the Revolution, Rev. John Wiswall, the Rector of St Paul's Church. Being a loyalist he left town. His descendants are now residing in Nova Scotia. Below Exchange on Middle are large wholesale houses engaged in the Dry Goods, Boot and Shoe, Hardware, Druggist and Furniture trade. On the northwest corner of Pearl and Middle streets, now occupied by the Emery & Waterhouse block, formerly stood the mansion of Mathew P. Sawyer. Afterwards John M. Wood owned and occupied it. This fine house and its gardens extending up Pearl street was one of the attractions of the town sixty years since.

*The owner of this block and the last of the name died in 1886, aged 95 years.

The house was built in 1786 by John Kent and was burnt in 1866. On the southeast corner of Middle and Pearl formerly lived Theophilus Bradbury, a distinguished lawyer, who moved to Massachusetts in 1796 and was a member of Congress from the Essex district.

Pearl street is a wide avenue crossing the city from water to water. It was laid out after the fire on the lines of Willow and Pearl streets, and widened. Up Pearl street, near the northerly end of Woodman & True's store, stood St. Stephen's, formerly St. Paul's, church, burnt in the fire of 1866. On the corner of Church street, a little below, was the old St. Paul's church, built after the Revolution and moved away in 1804, when it became the first M. E. church in Portland. On the southeast corner of Deer street was the Second Parish, Dr. Payson's, church. Opposite was the old Samuel Freeman mansion. Below on the same side were the residences of Gen. Waldo and Thomas Child a Custom House officer and post-master before the Revolution, the only official who adhered to the popular cause. On the southwest corner of Middle and Franklin streets stood the old Ross or Tyng mansion, which escaped the fire of 1775 to be destroyed in that of 1866. Here Wm. Tyng, sheriff at the time of the Revolution, was mobbed by the patriotic party? In this house in 1760 John Fleet and Allan McLean were accidentally killed, both born the same year. They rest together in Eastern Cemetery. Directly opposite stood the house in which Rev. Dr. Payson lived and died.

We now come to where Hampshire street crosses Middle. This is the lowest depression of any part of the city's surface. It has been graded up, as formerly a stream ran up from Clay Cove. This part of the city is the Jew's quarter, many families of that faith residing about here. There is also a small Jewish Synagogue in the vicinity. We soon come to India street, a broad avenue, in former times called Broad and King street. On the northwest corner the first meeting house of the First Parish stood. At the time of the Revolution the Court House and Engine House stood here, and on the opposite corner was

the Custom House. They all were destroyed in 1775. King street previous and subsequent to the Revolution was the fashionable quarter of the town. It had many fine residences occupied by the Weeks, Tucker, Coffin and other families of the blue blood of those days. The fire of 1866 destroyed nearly all of them, and the street is now re-built with a different class of buildings. We have now come to the corner of Fore and India streets.

Another walk to this spot may be made from the corner of Exchange and Middle streets. Passing down Exchange street below Middle, through Moulton to Commercial, we find Exchange street is the street of banks, brokers, booksellers, insurance agents and lawyers' offices. It has all been re-built since the fire of 1866.

Commercial street is the main artery of the city for railroad traffic. (See page 25.) The first building of any importance is the massive Custom House, one of the finest in the country, built after the fire. It is constructed of granite and is of fine architectural proportions. Opposite is Custom House wharf where most of the island steamers start. The next wharf to the east is occupied by Randall & McAllister's extensive coal pockets. They are the largest dealers in coal in the city. A little below on Commercial street is Franklin wharf where are located the Boston steamers, the New York line and steamers for Boothbay, Kennebec river, etc. Opposite the Galt Block on Commercial street is the old Dyer mansion, the former site of the house where Commodore Preble was born.

We now come to the wharves, elevator, etc., occupied by the Grand Trunk Railroad Company. It has the most spacious accommodations of any railroad in the country. The water front reaches from the foot of India street to Fish Point, a distance of three-fourths of a mile, contains twenty acres and is occupied by wharves, passenger station, freight houses, coal sheds, etc. In the winter season it is a busy place. Sometimes four large ocean steamers are at the wharves at one

time receiving and discharging cargoes. The Grand Trunk Railroad passenger station is a substantial building of brick at the foot of India street.

We are now on historic ground. On the northwest corner of Commercial and India streets (now the International House) was the former residence of Capt. Edward Tyng, the commander of Fort Loyall in 1680. Opposite, near the Grand Trunk Passenger station on the top of a bluff, nigh to the sea, was Fort Loyall. It was taken by the French and Indians in May, 1690, and most of the inmates cruelly murdered. (See page 7.)

At the corner of Fore and India streets, where route No. 2 becomes merged into route No. 1, we leave India street and a few steps bring us to Hancock street, on the northeast corner of which stands the old fashioned, square, wooden mansion in which Henry W. Longfellow was born, February 27, 1807. In former days the sea came up to the southerly edge of the street on which this house is situated. A sandy beach open to the harbor stretched along its front. This in our boyhood days was a favorite bathing resort, and on Sundays was the scene of the baptismal rite in the presence of numerous spectators. Now all this space has been filled in by the made land of the Grand Trunk Railroad.

Near the corner of Hancock and Fore streets was the site of the house of George Cleeve and Richard Tucker, our first settlers, who came here in 1633. Next eastward of the Longfellow house are the extensive boiling works of the Eagle Sugar Refining Co., where cargoes of molasses are in a short time converted into a coarse grade of sugar. George S. Hunt & Co. are the proprietors. Next eastward is an old fashioned house which will attract the attention of the visitor. This is the Stephenson mansion, built in 1784 by a rich merchant who afterwards died in Gorham. In its day it was a fine old house. The interior has some fine wood work carving of the style of one hundred years ago. It has now degenerated into an ordinary tenement house. Next we come to Mountfort street, named for

one of the old families in town who for many years have lived on the northeast corner. On the southwest corner stood, in 1676, the garrison house of George Munjoy, which was destroyed by the Indians in that year. The occupants escaped in the night to Cushings Island.

A short distance below on the lower side of the street is one of the principal industries of Portland, the Portland Company's works. (See page 132.) These buildings occupy the site of Fort Burrows, a fortification built in the war of 1812. Also near here was the first meeting house built, where the famous Rev. George Burroughs preached at different times from 1676 to 1689.

We are now at the foot of what is known as Munjoy Hill, a conspicuous topographical feature of Portland. It is now an important part of our city's territory, nearly covered with houses, the comfortable homes of our business and industrial classes. Proceeding slowly up the hill we catch glimpses of beautiful views of island and water scenery, and when at the top, at the corner of the promenade, there stretches out before the eye a scene which for beauty and loveliness has no counter-part in the world. Every traveler who has visited Portland and written concerning it, speaks with admiration of the beautiful view from this part of the hill. It was a favorite walk of Longfellow. In his diary in 1849 he says "This Portland is a beautiful place. The view from the eastern hill is particularly fine. There ought to be a summer hotel built there."

At the water edge below the bluff are the Victoria wharves, built for the use of the expected steamer *Great Eastern*. She, however, never came here, and they are now used as coal wharves. From there the Prince of Wales took his departure from Portland in October 1860, and was in a barge conveyed to the fleet when "amid the belching guns of the ships of the navy the future sovereign of England's mighty empire sailed away." At this place on the Promenade, adjoining the fine residence of D. B. Ricker, may be seen the ruins of an old

earth-work which was built in the war of 1812 to defend the town. On the right the solid fortress of Fort Gorges rises from the water with Diamond, Peaks and a cluster of other islands beyond, and outside of all the deep blue ocean. Passing along we see farther down the bay Chebeague Island and its church spires.

At the junction of Congress street and the Promenade is the fine granite monument erected to the memory of our first settlers, George Cleeve and Richard Tucker, by Payson Tucker Esq., a descendant. Farther on we have a fine view of Mackworth's Island and the new summer cottage of James P. Baxter, the Marine Hospital at the mouth of Presumpscot river, and Falmouth Foreside with its white cottages stretching away in the distance.

As we pass on the village of East Deering with its deserted ship yards appears. Along the water side we also see Indian Cove (see page 17) and the Grand Trunk Railroad bridge. Ascending the promenade we come to North street, and here the view turns to the west and a vision of enchanting scenery is beheld. Across Back Cove to the opposite shores of Deering with the fair fields and villages beyond, the land swelling in the distance to forest clad hills, and on a clear day, the White Mountain ranges, with summit peak of Mount Washington in the distance, may clearly be seen. As we pass along North street, which is the highest part of Munjoy Hill, we obtain at the right glimpses of the hills in the western part of Maine and New Hampshire, Branchhall's Hill and the Maine General Hospital, a prominent feature in the landscape. The brick school house on the right is named the Shailer School after one of Portland's former prominent clergymen.

At the head of North street on Congress we come to the Observatory.

"And calmly looking down

In faithful vigil stands the broad red tower."

This red shingled tower was built in 1807 as a lookout for signaling vessels approaching the harbor. The view from it

is very extensive, taking in the coast from Wood Island at the mouth of Saco river to Seguin off the Kennebec, the inland view extending to the White Mountains and other ranges in N. H. A fine telescope gives the visitor an opportunity to obtain a good view of the surrounding scenery. From this tower was seen "the sea fight far away" the battle between the Boxer and Enterprise in 1813, and in 1863 the burning and blowing up of the Revenue Cutter Caleb Cushing, which had been captured by the rebels from our harbor and was destroyed off the Green Islands. In 1818 President Monroe visited this tower. (See page 14.) Near here in 1690 the brave Lieut. Clark and his company were led into an ambush and killed by the Indians. Within 40 years the hill fronting this Observatory has been graded down to a level with Congress street. It was formerly a plain fronting the Observatory. Here in 1717 in a spacious tent Gov. Dummer made a treaty with the Indians, who came here in great parade under French colors, and it was here that in 1775 John Adams uttered those memorable words, "Live or die, sink or swim, survive or perish with my country," etc. The open space fronting the Observatory was the muster ground for military parades and where ginger beer and egg-nog were dispensed to the thirsty multitude. On the east adjoining the Observatory is the Congress street M. E. church. (See page 110.)

Descending Congress street we come to the Eastern Cemetery at the corner of Congress and Mountfort streets. This is the oldest burial ground in town and has been used as such for two hundred and fifty years. It is an elevated site looking down on the city and away to the Atlantic ocean. The graves are crowded together and interspersed with old fashioned grave stones and marble monuments. It is well worthy the visit of a stranger. The oldest stone that is legible is to the memory of Mary Green, 1717. The principal attractions are the Commodore Preble tomb; the monuments erected to the memory of the naval heroes, Capt. Burrows of the U. S. Brig Enterprise and Capt. Samuel Blythe of the H. M. Brig Boxer, who were

both killed in the engagement that took place off this coast Sept. 5, 1813 and were buried here Sept. 8, 1813: Lieut. Kervin Waters, who was wounded in the same action and lived for two years after, was buried by their side. Other monuments and tombs are those of Col. Wm. Tyng, Parson Smith, Lt. Henry Wadsworth, Rev. Mr. Reese, and the elegant, polished, red granite memorial to Com. James Alden erected in 1885. Many of the old monuments commemorate the old families and as was the custom years ago, the epitaphs are very fulsome but quite interesting to read. This old cemetery is now well cared for. Formerly it was neglected and cattle roamed at large in it.

Adjoining this cemetery is the North school house, the largest school building in the city, having twenty-six teachers and over twelve hundred pupils. It occupies the site of the old, well remembered, Master Whitmore school house. Adjoining this school on the west is the Church of the Messiah (see page 112), which is on the corner of India street. Opposite, a little above, was, before the Revolution, the residence of Thomas Wyer, a prominent merchant at that time. Being a loyalist he removed to New Brunswick where his descendants who bear the name of Jack and are quite distinguished, now reside. Opposite the head of India street, now occupied by a block of brick houses, was the residence of Parson Smith, built in 1775. At the corner of Locust and Congress streets stands the picturesque stone church and adjoining rectory of St. Paul's (see page 104.) At the southeast corner of Hampshire and Congress streets is the site of the Alice Greele tavern (see pages 93, 94.) Opposite are the R. C. Episcopal residence and the Kavanagh school (see page 116.) We now come to Franklin street and Lincoln Park. A short distance down Franklin street, at No. 72, is the site of the house in which Sarah Payson Willis was born. We now are at Lincoln Park (see page 49.)

The space occupied by this park was before the fire one of the closely settled portions of the city. Opposite the park on



LINCOLN PARK.

the corner of Wilmot street is the first Baptist church (see page 110.) The north end of the lot occupied by the church, on Wilmot street, is the site of the house in which the distinguished Nathaniel P. Willis was born, 1806. On the opposite corner of Wilmot street, before the fire, stood the house in which Parson Smith died in 1795. The next street is Pearl, which extends across the city from Commercial street to Back Cove. On the southeast corner, now occupied as a furniture store, was built in 1745 the first windmill in town. A piece of one of the grinding stones (which were imported) is now at the entrance to the park. Afterwards on this mill site in an old fashioned brick house lived Friend Hussey, a prominent Quaker. On the northeast corner is the Second Parish church (see page

104.) Adjoining this lot formerly stood the Third Parish church. It was burnt in the fire of 1866 and the society was dissolved. On the opposite side of Congress street a brick building occupies the site of the Center Grammar school (see pages 63, 64.) We next come to the City Hall (see pages 52, 53.)

On the southwest corner of Exchange and Congress streets is the fine block owned by the Union Mutual Life Insurance Co., and occupied as their home offices. Chestnut street comes next and a short distance down the street is the M. E. church (see pages 108, 109.) On the southeast corner of Congress and Temple streets, now included in Congress Hall, was the house where that eloquent son of Portland, Sargent S. Prentiss, was born, 1808. Opposite the head of Temple street is the First Parish church (see pages 99, 100.) The next building is the Chadwick House which stands in the rear. This was formerly the residence of Rev. Samuel Deane the pastor of the church. It was built in 1765 and the lot on which it was built extended to Back Cove. Next is the Farrington block, which is one of the most imposing business blocks in the city. The lower story is occupied by stores, second story, Y. M. C. A. and offices, the upper stories, Odd Fellows' Hall, etc. Next adjoining the Farrington block is an old fashioned, square, brick building which is the old Clapp mansion, the residence of Asa Clapp, one of Portland's old merchants. It is surrounded by trees with an extended garden in the rear. It is now occupied by the Hon. A. W. H. Clapp, an ex-M. C., and one of Portland's prominent citizens. This old house was built in 1794. Opposite is the United States Hotel (see page 95.)

The old City Hall of which we have given a previous account (see pages 53-57) before these pages are printed will be demolished. On the north side of the square is Deering block, the upper story of which is the Portland Theatre (see page 82.)

We are now back to the Preble House from whence we started, having explored quite thoroughly the eastern part of

the city. We will now start again for a walk into the upper or southwestern part. Commencing at the Preble House the ascent begins. Congress street is the longest in the city. It runs along the ridge or back bone of the city a distance of three miles or more to Libby's Corner in Deering. The old brick mansion adjoining the Preble House attracts our attention. This was the first brick house in Portland, built in 1785-6. Its owner was Gen. Wadsworth, a military man of renown and the poet's grandfather. Two years were occupied in its building. It was first of two stories, and Stephen Longfellow, the son-in-law of Gen. Wadsworth, who afterwards owned it, added the third story. It is known as the Longfellow mansion and was the home of the poet. (See page 145.) Although he was not born there, his youth was spent in this old house. It is now occupied by Mrs. Pierce, the sister of Henry W. Longfellow, and contains many interesting articles of furniture, etc., which were in use when the poet resided there.

On Congress street there has been built within a few years a number of fine business blocks to accommodate the increasing trade which converges to that part of the city. The Brown estate owns quite a number of them. A short distance above Brown street is the Motley Block, which occupies the site of the old Motley tavern kept by the grandfather of the historian. (See page 94.) The lower story is occupied by Owen, Moore & Co's. large dry goods establishment. On the northeast corner of Casco and Congress streets is Mechanic's Hall Building. (See page 65.) On the opposite corner is a large brick block of stores, the largest in the city, called the Brown Block. A part of the building is occupied by the firm of Rines Brothers which is the largest retail dry goods house in the city. The residence of Dr. Samuel Weed, an old time physician, was formerly on a part of the lot occupied by the Brown Block.

On the corner of Green and Congress streets is the City Hotel. (See page 96.) Opposite is what used to be called Hucksters Row, an old place for retail trade and the scene of

one of Seba Smith's (Jack Downing) interesting sketches. In the second story of the block, entrance on Free street, is Union Hall, the oldest hall in the city, a famed place for balls and parties fifty years ago, where Madame Cutter, a noted caterer of those times, who lived in the adjoining block, furnished refreshments to the attendants on those gay balls. This hall was often used for a theatre and other exhibitions. Many of the boys of fifty years ago will remember the attractive panorama of the Conflagration of Moscow here exhibited.

We now come to Congress Square, which is made by the widening of Congress street and the junction of Free and High streets. It is an elevated site, the two High streets descending from it on each side. It is a neighborhood of churches. The Free Street Baptist (see page 111), the High street church (see page 107), the First Universalist (see page 112), the Free Baptist (see page 111), are within a short distance of the square. On the southeast corner of High and Free streets is an old fashioned, elegant mansion built in 1801 and long the residence of one of Portland's prosperous merchants, Hon. Matthew Cobb, who lived there in generous hospitality with a large family, carriages and servants. On Lafayette's visit to Portland in 1825 he was entertained there. It is now occupied by the Cumberland Club, one of Portland's social institutions. A short distance down new High street is the New Jerusalem church (see page 113.) A short distance southerly down High street are two elegant, old style mansions which are on opposite sides of the street, built in 1803 by Stephen and Hugh McLellan, two brothers who at that time were prosperous merchants. They were ruined by the embargo and became bankrupt. The house on the corner of Spring and High streets is occupied by Hon. L. D. M. Sweat, and the one on High street by H. N. Jose, Esq. Proceeding up Congress street, at the southwest corner of Park street is the large square house now kept as a boarding house by Mrs. Mussey, and formerly by the Misses Jones. It was years ago the principal fashionable boarding house and has had for guests, President

Polk and members of his cabinet in 1841, and other distinguished strangers who have visited Portland. The late Thomas A. Deblois and Edward Motley were permanent boarders there for many years. The house was built by Thomas Robison in 1784. On the opposite side of the street, in a house in a block of two, was the former residence of Enoch Lincoln when Governor of Maine.

Glancing down Park street, whose original name was Ann street, we see the spire, at the corner of Pleasant and Park streets, of the Park Street Unitarian church (see page 101), opposite which is the Park street block, a row of four story houses built fifty years since. Leaving Congress Square we will take a short walk down New High street and through Deering street, nearly parallel with Congress street. Deering street is a street of fine residences occupied by some of our most distinguished citizens and successful business men. It was formerly a portion of what used to be called the Ross or Deering pasture.

Continuing up Congress street we come to State street square, made by the junction of Congress, Pine and State streets. In this square will be placed, this summer, the bronze statue erected to Longfellow. State street is one hundred feet in width and is lined on each side with a double row of magnificent elm trees, which, when they are in their lovely June foliage, give it a grand appearance and make it the finest avenue in the city. This and the adjoining territory is part of the Tyng estate, one of the early old families of the town.

The last survivor was Col. Wm. Tyng, who at the time of the Revolution was a loyalist and was banished and all his estates including twenty acres of State street and vicinity confiscated to the government. The State street property was sold at auction and purchased by Joseph H. Ingraham who laid out State street through it. Many old time, elegant mansions, interspersed with modern residences, adorn both sides of the street.

At the head of State on Congress street is St. Stephen's

church (see page 102.) On State street there are three other churches, State street (see page 106), St. Luke's cathedral (see page 103), and St. Dominic's now being built (see page 114.) Near the head of the street, at No. 175, was the residence of John Neal the distinguished author. On the opposite side, a little below, at No. 166, is a large square mansion, which was formerly the residence of Prentiss Mellen, a former Chief Justice of Maine: subsequently Wm. Pitt Fessenden lived and died there. It is now the residence of Hon. William L. Putnam. Next southerly, at No. 156, was the home of Hon. Ether Shepley and his son, Hon. George F. Shepley.

Going along Congress street westerly, we pass many fine houses of modern style, showing evidences of wealth and refinement. On the corner of Dow and Congress is a substantial mansion, the residence of Gen. Neal Dow. At the head of what used to be called Haggett's Hill, the corner of Congress and Grove streets, we stop to look at the wide and beautiful view. Grove street from here slopes rapidly down to Deering's Oaks, immortalized by the poet

“——the breezy dome of groves
The shadows of Deering's woods.”

From here the Horse Railroad has been extended down over the hill to the Union Railroad station; also it extends up Vaughan street to Spring street.

A short walk up Bowdoin street brings us to the building which attracts our attention, that noble institution, the Maine General Hospital (see page 91.) We are now upon the Western Promenade, the highest land in the city. From here we have a view of a broad expanse of country, bounded by the mountain ranges of New Hampshire surmounted by the dome of Mount Washington mingling with the clouds of the horizon. In the interval are wide prospects of field and woodland, interspersed with villages and farm houses. At the foot of Bramhall Hill on which we are, we can see the glistening waters of Fore river; northerly we see the water of Back Cove and the

villages of Deering. On the opposite shore of Fore river are the buildings of the Reform School.

The view from the Western Promenade is unobstructed. As by a wise provision no building can be placed on the brow of the hill. A number of fine residences border the inner line of the Promenade. The first that we see on the left is that of Albion Little. Next, on the corner of Pine street, is the house of John E. Donnell. Then we come to the mansion of the late John B. Brown, which stands in the midst of ten acres of cultivated lands, fine gardens, green houses and rare plants.

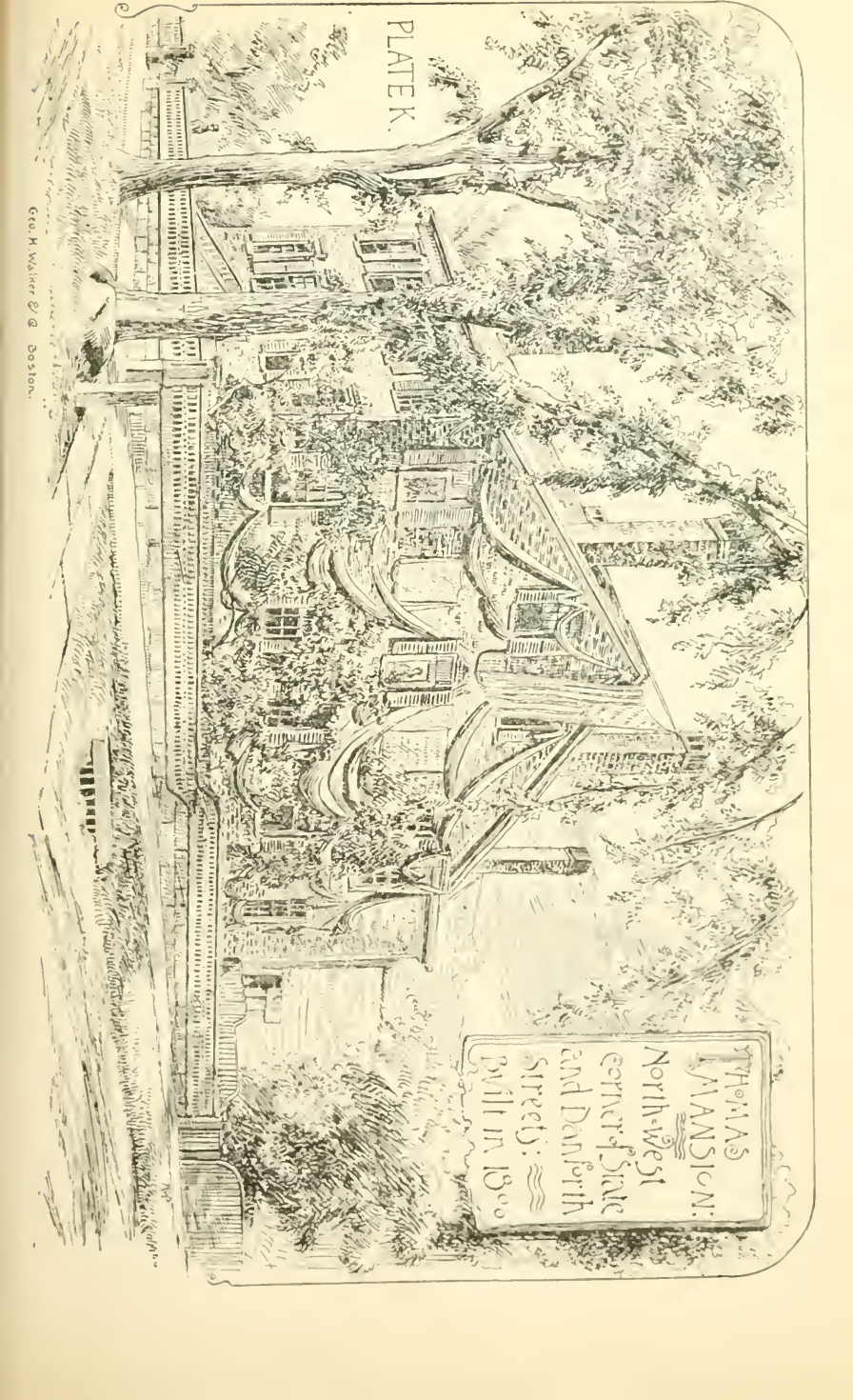
At Bowdoin street, at its junction with the Promenade, a magnificent panorama appears. Looking eastward we have the whole expanse of Cape Elizabeth and the blue ocean beyond. To the south we get a distant view of Prout's Neck and the sea. Across Fore river we see the Rolling Mills, Kerosene Works, Ice houses, Forest City Cemetery and the cultivated farms of Cape Elizabeth and Scarborough. The Western Cemetery lies on the southern slope of Bramhall Hill (see page 71.) Coming down by the cemetery is Danforth street, which was named for Thomas Danforth who was the President of Maine in 1680. All the lands in this vicinity were once owned by the Vaughan family and were part of the Bramhall purchase, made in 1678. On the south side of Danforth street are the finely located residences of Edward A. Noyes and Harry B. Brown, the artist. On the left, a little beyond, is the elegant residence of the late T. C. Hersey. A little beyond, on the South side, are the fine mansions of the Spring families, the representatives of Portland's honored citizens. A look up Emery street gives us a view of a substantial brick building, the Home for Aged Women (see page 92.)

The location of Danforth street is along the ridge of the high land on the south part of the city, and its high elevation gives extensive views south and east, of the harbor, Cape Elizabeth, the forts, islands and the ocean beyond. On the northeast corner of Danforth and Brackett streets is an old time mansion with spacious grounds, formerly known as the Bartells house,

PLATEK.

THOMAS
MANSON.
North-west
corner of State
and Danforth
Streets: ~~~
Built in 1800

Geo. H. Walker & Co. Boston.



built in 1807, now the homestead of Charles R. Milliken. A short distance below is the three story brick house, formerly of Joseph H. Ingraham, now the residence of Hon. William W. Thomas. On the corner of State and Danforth street is an old fashioned home, built in 1800, formerly known as the Coombs house, now in the possession of the Thomas family. Opposite is a large three story brick house, built in 1835 by the late Capt. John Dunlap, whose daughter was the wife of James Russell Lowell, the distinguished author. Afterwards the late Judge Howard owned this mansion. It is now the Female Orphan Asylum (see page 92.)

On the east side of State street, No. 51, is a large, old fashioned, wooden house built in the early part of the century by Joseph H. Ingraham, afterwards the residence of Hon. Wm. P. Preble and where he died. Next to the Thomas mansion is the new church, St. Dominic's, now building. Continuing down Danforth street, at the corner of Park we come to the Home for Aged Men (see page 92), which is a fine old house, built in 1820 by Thomas Robison, one of Portland's old merchants, and for many years the residence of Hon. Levi Cutter. On the opposite corner is one of the most costly houses in the State, built of red free stone. It is owned by Ruggles S. Morse Esq. of New Orleans, and is occupied as a summer residence. The next house easterly was fifty years since the home of the mother of Sargent S. Prentiss. - Opposite was the residence of the late Jacob McLellan, who was Mayor of Portland, 1863-65. On the corner of High and Danforth stands the large mansion house occupied at the time of his death in 1886 by John Mussey. The house was built in 1801 by Eben Storer.

We now turn up High street. On the southeast corner of High and Pleasant streets is the mansion of the late William Moulton, now occupied by his family, built in 1800 by Elihu Deering. On the opposite northeast corner is the large square brick house occupied as a Catholic institution. It was formerly the homestead of Robert Boyd, one of Portland's prominent

citizens, who built the house in 1805. A short distance brings us to Congress Square, and thence we return to Market Square, down Congress street or continuing on through Free street, which is a street occupied by private houses mostly, to its junction with Middle street near the Falmouth Hotel.

A walk along Commercial street, the principal business street of our city, will be of interest to a visitor. Beginning at the corner of Long wharf and Commercial street we will proceed westerly. The part of Commercial street east of this point has been described in a previous walk. Commercial street is nearly all made land built across the former docks and wharves. The upper or northwest side is lined with fine blocks of brick warehouses, mostly wholesale grocery, grain and flour stores. These brick buildings are all on piles and are substantially built. The facilities for doing business on this street are superior to those of most any other city. Railroad tracks in the center of the street bring cars, loaded with western products, right to the store door whence by skids their contents are rolled into the first story of the warehouse. From the lower or sea side of the street the capacious wharves of the city open, and branch tracks are laid down the principal wharves by which coal, lumber and other heavy articles are easily transported. The spaces between the heads of the wharves are mostly occupied by wooden buildings, stores, warehouses and mechanical shops. Above Maple street, both sides of the street up to the Boston Railroad station, and all the wharves, are used for the extensive lumber business which is done here. Some of the New Hampshire and Canadian mills have here their offices and yards and wharves. The Boston and Maine, Maine Central, Portland and Ogdensburg Railroad passenger and freight stations and offices are at the upper end of Commercial street. Some of them will soon be removed to the Union station on Congress street. At the foot of State street is Railroad wharf from which the steamers leave for Eastport, St. John, Mt. Desert and Machias.

The pleasure drives about Portland will be described later.

Miscellaneous.

LATITUDE AND LONGITUDE OF PORTLAND.

	Deg.	Min.	Sec.
Post Office—Lat.	43	39	27
Long.	70	15	40.4
Long. in time.	4	41	02.7
Observatory.—Lat.	43	39	56.3
Long.	70	15	02
Long. in time.	4	41	00.13
Fort Preble Flag Staff.—Lat.	43	38	56.3
Long.	70	14	00
Portland Light.—Lat.	43	37	23.3
Long.	70	11	51
Long. in time.	4	40	51.4
East Cape Light.—Lat.	43	33	56.2
Long.	70	12	22.5
Long. in time.	4	40	49.5

ELEVATION OF CHURCHES AND OTHER LOCALITIES.

	Feet.
Pine Street Methodist.	128.022
State Street.	123.563
St. Dominic's, State St.	93.565
Park Street.	103.491
Free Street, Baptist.	109.160
Preble Chapel.	55.400
Chestnut Street, M. E.	63.105
New City Hall, top of dome.	223.000
Post Office.	49.000
Highest point on Bramhall Hill,	175.500
Highest point on Munjoy Hill,	161.000
Ball on top of Observatory,	231.500
Lowest point on Congress St. head of Hampshire St.,	57.000

DISTANCES TO POPULAR RESORTS FROM CITY HALL.

	Miles.	Fur.
To Prout's Neck by way of Stroudwater Village.	13	2
To same, by way of Vaughan's Bridge, old road.	11	1
To same, by way of Cape Elizabeth, over Buzzell Hill.	11	
To same, by way of Ocean Road, round the Cape.	14	7
To Atlantic House, Scarboro, by Vaughan's Bridge	9	7

	Miles.	Fur.
To Kirkwood House, by way of Vaughan's Bridge.	9	7
To Reform School.	4	
To Ocean House, Bowery Beach.	7	7
To First of Two Lights.	8	6
To Cape Cottage.	3	4
To Evergreen Cemetery.	2	7
To Marine Hospital.	2	6
To Libby's Corner.	1	7
To Stroudwater.	3	
To Saccarappa.	6	
To Cumberland Mills.	5	1
To Woodfords.	2	
To Morrill's Corner.	3	
To Pride's Bridge.	4	6
To Allen's Corner.	4	
To Blackstrap Monument.	7	
To Portland Head Light.	4	
To Pond Cove.	4	

FROM CUSTOM HOUSE WHARF.

To House Island.	2	
To Little Diamond Island Landing.	2	2
To Peaks Island Landing.	2	4
To Cushing's Island Landing.	2	4
To White Head Cove.	3	
To Evergreen Landing.	3	4
To Diamond Cove.	4	3
To Long Island Landing.	4	6
To Clapboard Cove.	5	
To Little Chebeague Landing.	7	
To Jewell's Island.	10	
To Harpswell.	13	4
To South Freeport.	14	4
To Crouch's Cove, Goose Island.	14	4
To Yarmouth Falls.	13	
To Prince's Point, Yarmouth.	8	4
To Mare Point, Brunswick.	15	4
To Littlejohn's Island.	9	4
To Cousin's Island.	8	4
To Cape Small Point by Mark Island Monument.	22	
To Falmouth Foreside S. B. Landing	6	
To Hope Island.	7	
To Great Chebeague, Jenks Landing.	8	6
To Orr's Island, S. B. Landing.	17	

Casco Bay.

THIS large bay lies between Cape Small Point and Cape Elizabeth, a distance of seventeen and three-fourth miles. Its eastern headland, Cape Small Point, is in Latitude 43 deg. 42 min. 7.5 sec. N. Longitude 69 deg. 49 min. 54 sec. W. Its western headland, Cape Elizabeth, is in Latitude 43 deg. 33 min. 53 sec. N. Longitude 70 deg. 11 min. 45 sec. W. Between these two capes the bay extends up into the land an average distance of about twelve miles. It is full of islands, and the shore line of the mainland is very much cut up by rivers and indented by long and deep coves. The whole number of islands in Casco Bay is one hundred and thirty-six (136). Nearly all the principal islands are inhabited, and many are fertile and under cultivation. Nearly every island lies northeast and southwest, which is the general course of the bay and of all the rivers and coves contained within its limits.

“The isles of Casco gleam to-day—
The hundred isles on Ocean’s breast,
And sunshine lingers in the bay
As sinks the sun in golden West.”

Thus sang one of Maine’s gifted poets concerning this beautiful bay. No part of the coast of Maine is so attractive as a summer resort. It is one of the principal bays on the coast and contains the largest number of islands. There is a popular legend that Casco Bay contains three hundred and sixty-five islands, a compliment to the days of the year which is also applied to several bodies of water. Mrs. Elizabeth Oakes Smith in her centennial ode says :

“Old Ocean’s daughter! beam with smiles,
And wear thy royal crest.
Three hundred sixty-five green isles
Sleep on old Casco’s breast.”

From the earliest times this bay and its islands has always been resorted to for recreation and enjoyment of the cool breezes that waft along its rocky shores. Now, by the facilities the various steamers that traverse its glistening waters give, by the beauty of its scenery, its wide ocean views, its healthful breezes, its opportunities for bathing, boating, fishing, by the accommodations for visitors at the various hotels and boarding houses in its vicinity, it offers most desirable places for enjoyment to visitors and permanent inhabitants. The routes of the steamers through this enchanting bay afford the most pleasurable delights. Frequent trips are made to Peaks, Cushing’s Diamond and Long Islands. Also, daily trips are made to Little Chebeague, Great Chebeague, Hope Island, Harpswell Neck and Bailey’s and Orr’s Islands. The line to South Freeport stops at Great Chebeague, Littlejohn’s and Cousin’s Islands, and Falmouth Foreside. A steamer runs to Mackworths Island, Falmouth and Prince’s Point. Excursions and sails are often made to interesting points in the bay and through its land locked sounds and out on the broad ocean. The steamers to Boothbay and the Kennebec River make tri-weekly trips, passing through the inside passages and intricate channels of Casco Bay and affording the tourist and traveler most delightful views.

For the purpose of illustrating this work and giving a comprehensive view of the position of Portland as a summer resort and its beautiful surroundings a map has been especially prepared and accompanies this book. It is a map of the coast and the adjoining inland shore towns from the Saco river to the Kennebec, a distance of 27 miles, which includes Casco Bay. On this map the names of most of the islands, headlands, etc., are given, but all of them could not be. The accompanying list, arranged in alphabetical order, gives all whose

names have been ascertained. Anything that this map does not contain can probably be obtained from the United States coast survey charts.

ISLANDS, BAYS, HEADLANDS, ETC., FROM SACO RIVER TO
KENNEBEC RIVER.

ADAM'S HEAD. A long, narrow point making out from the S. shore of Richmond's Island.

ALDEN'S ROCK. Has on it a black nun buoy. Is two miles S. E. by E. from the East Cape Lighthouse. Is a very dangerous rock.

ASH POINT. At the N. part of Potts' Harbor.

ASH POINT COVE. This cove forms the northern part of Potts' Harbor, is half a mile wide and nearly three-quarters of a mile long and has from four to seventeen feet of water.

ATKINS BAY. Near the mouth of the Kennebec River.

BACHE'S ROCK. It bears S. E. by E. from Portland Head Lighthouse five miles and a half; is not buoyed.

BAILEY'S ISLAND. This is a large, well cultivated island about two miles long and is situated at the entrance of Mericoneag Sound.

BALD HEAD. A bluff precipitous headland W. from Cape Small Point.

BALD HEAD COVE. On the W. side of Bald Head.

BALD HEAD LEDGE. One of the most dangerous on the whole coast. It lies three-eighths of a mile S. by W. from Bald Head.

BALLAST STONE LEDGES. Are S. of Yarmouth Island.

BANG'S ISLAND. (See Cushing's Island.)

BANG'S ISLAND. (See Little Bang's Island.)

BANG'S ISLAND LEDGE. Off the N. W. end of Bang's (Cushings) Island.

BAR ISLAND. A small, low, bare islet near the entrance to Ash Point Cove.

BARNES' ISLAND. A small low island with a few trees on it near the shore on Harpswell Neck opposite Whale Boat Island.

BARNES' POINT. Half a mile above Jordan's Point on the W. side of Harpswell Neck.

BARTLETT'S POINT. Near the entrance to Mussel Cove at Falmouth Foreside.

BARTOL'S ISLAND. A small island in Freeport River, a mile and three-quarters above its mouth.

BARTOL'S POINT VILLAGE. On the W. side of the Freeport River at the head of navigation.

BASIN COVE. A long cove on the W. side of Harpswell Neck the entrance to which is between Basin Point and Ash Point.

BASIN POINT. A long, narrow, cleared point, twenty to forty feet high, W. side of Pott's Harbor.

BASIN POINT. At the entrance to the Basin on the E. side of New Meadows River.

BASIN, THE. A land-locked cove on the eastern side of New Meadows River south of Winnegance Bay.

BASKET ISLAND. Is of oval shape and about four hundred yards long. It has a house near the center. Is about half a mile S. E. from Sturdivant's Island.

BASKET ISLAND. A small island a quarter of a mile W. of Stage Island in Saco Bay.

BATES ISLAND. Is S. W. from Ministerial Island and N. E. from Crotch Island. Is half a mile long and nearly bare. A clump of spruce and fir trees is in the center.

BEAL'S COVE. A small cove on the W. side of Orr's Island.

BEAR ISLAND. An island with steeply sloping shores crowned with spruce and fir. Is near the entrance of New Meadows River, and S. E. from Cundiz Harbor.

BELL ROCK. Sometimes called Jordan's Reef, is about one mile S. W. from Ram Island; has on it a nun buoy.

BEN'S ISLAND. The northern and largest of a group of four rocky islets on the east side of Quohog Bay.

BIBBER'S ISLAND. Is on the N. W. side of the entrance to Mare Point and Maquoit Bays and on the eastern side of the approach to Freeport River. Has on it a few houses.

BIBBER'S LEDGES. A group of bare rocks surrounded by shoals lying in the middle of the passage between Bibber's and French Islands.

BILL WALLACE'S GROUND. Ledges S. E. of Cape Small Point.

BIRCH ISLAND. About a mile long, is on the eastern side of Middle Bay between it and Mare Point Bay.

BIRCH ISLAND LEDGE. Is six hundred yards N. from the N. E. end of Little Birch Island.

BIRCH POINT. On the east side of New Meadows River near Winnegance Bay. Is sixty feet high and is well wooded.

BIRCH POINT. At the S. W. end of Cousin's Island.

BLACK ROCK. A bare rock, very bold, half a mile E. N. E. from Shelter Island in Middle Bay.

BLACK SNAKE LEDGE. Is one quarter of a mile N. from the N. end of Ragged Island.

BLANEY'S POINT. On the N. E. end of Cousin's Island.

BLUFF ISLAND. About three hundred and fifty yards long. A quarter of a mile N. W. from Stratton Island in Saco Bay.

BOLD DICK. A small rock, five-eighths of a mile S. S. W. from the center of Ragged Island.

BOMBAZINE ISLAND. A low, bare islet to the N. W. of Indian Point in New Meadows River.

BOWMAN'S ISLAND. A low, grassy islet at the mouth of Freeport River near Staples' Point.

BOWMAN'S ISLAND LEDGE. Is marked by a black spar bouy, (No. 3), and lies off Stockbridge's Point one hundred and seventy-five yards away.

BRAGDON'S ISLAND. The largest of a group of four islets in New Meadows River above Long island.

BRAGDON'S ROCK. Is four hundred and seventy-five yards E. from the N. point of Bragdon's Island.

BRANNING'S LEDGE. Is two hundred and fifty yards from the shore, off Upper Goose Island. Is bare at half tide and is not buoyed.

BRANT LEDGES. A line or group of ledges one half a mile E. N. E. from Shelter Island in Middle Bay.

BREAKWATER LIGHTHOUSE. At the end of the Breakwater, on Staniford Ledge on C. E. side of harbor.

BRICK YARD COVE. A long and very narrow cove on the N. shore of Quohog Bay.

BRIMSTONE POINT. At N. E. end of (Great Hog) Diamond Island.

BRIMSTONE POINT LEDGE. Is five hundred yards N. from Brimstone Point

BROAD COVE. A large, wide but shallow cove on the east side of New Meadows River above West Bath.

BROAD COVE. In Cumberland between Prince's Point and Parker's Point.

BROAD COVE. On Cape Elizabeth, near the pitch of the Cape.

BROAD COVE. At the eastern end of Richmond's Island.

BROAD COVE ROCK. Lies off the mouth of Broad Cove in C. E., half a mile from shore. Buoy marked B. C. R.

BROAD SOUND. To the westward of Harpswell and leading to Middle and Maquoit Bays and Freeport River.

BROKEN CAVE. Two large masses of bare rocks N. E. from the Brown Cow at the entrance to Broad Sound.

BROTHERS. Two small islands on Falmouth shore N. E. from Mackworth's Island.

BROTHERS, THE. Are three small bare rocks surrounded by ledges, a quarter of a mile E. from Ram Island. N. W. from Richmond's Island.

BROWN COW, THE. A low, bare, rocky islet off the entrance to New Meadows River.

BROWN COW. A low, bare, grassy islet, about fifty yards square, at the entrance of Broad Sound, two and three-fourths miles N. W. of Half Way Rock Lighthouse.

BROWN'S POINT. At the W. entrance to Cousin's River.

BULLS BRIDGE. Is a half mile above Howard's Point on the W. side of New Meadows River.

BULWARK SHOAL. Is S. W. $\frac{3}{4}$ S. three miles and a half from Half Way Rock Lighthouse.

BUNGANUC LANDING. Is the settlement on Maquoit Bay.

BUNGANUC ROCK. A bare rock on the flats half a mile S. from Bunganuc Landing in Maquoit Bay.

BURN COAT ISLAND. A small, thickly wooded island to the north of Carrying Place Head on New Meadows River.

BUSH ISLAND. A small islet close to the N. E. point of Yarmouth Island in Quohog Bay.

BUSHY ISLAND. A small island on the E. side of New Meadows River near the entrance of Winnegance Bay.

BUSTING'S ISLAND. A small island at the entrance to Freeport or Harraseeket river.

BUSTING'S ISLAND LEDGE. Is three hundred and fifty yards S. S. E. from Busting's Island.

BUTTERMILK COVE. A long narrow cove N. from Doughty's Cove on Great Island.

BUTTERMILK POINT. On the main land opposite the N. W. end of Great Island. Is connected with Great Island by a bridge.

BUTTON MOULD LEDGES. S. E. of Cape Small Point

CAPE SMALL POINT. The extreme eastern boundary of Casco Bay.

CARRYING PLACE COVE. A small narrow cove on the W. side of Cat Point on New Meadows River.

CARRYING PLACE HEAD. A thickly wooded bluff one hundred feet high on the E. side of New Meadows River.

CAT POINT. At the W. entrance to Fish House Cove on New Meadows River.

CATFISH ROCK. Is a dangerous rock off the S. W. point of Bang's (Cushing's) Island. Has on it a red spar buoy (No. 2.)

CEDAR LEDGES. A group of bare rocks lying N. N. E. and S. S. W., forming the N. boundry to Cundiz Harbor.

CEDAR LEDGES. A number of bare islets and rocks N. E. of N. end of Middle Ground Rock.

CENTER ISLAND. A small bare islet in the middle of the channel of Quohog Bay.

CHANDLER'S COVE. At the southwestern end of Great Chebeague Island between Deer Point and Indian Point.

CHARITY LEDGE. Is half a mile E. by N. from Little Jaquish Island. It is not buoyed.

CHEBEAGUE BAR. Leading from the middle of the W. side of Great Chebeague Island to within an eighth of a mile of Littlejohn's Island and dry at low water for three-eighths of a mile.

CHEBEAGUE ISLAND. (See Great Chebeague and Little Chebeague)

CHEBEAGUE POINT. The N. E. point of Great Chebeague Island. A ledge makes off from the point three hundred yards. Has on it a black spar buoy marked No. 11.

CHIMNEY ROCK. A ledge with a black buoy, No. 3, on it, at the entrance to Richmond Island Harbor.

CHIVER'S LEDGE. A bad ledge, six feet at mean low water, one mile W. from the S. end of Wood Island near the entrance to New Meadows River.

CLAM COVE. On the S. side of Richmond's Island.

CLAPBOARD ISLAND. A long, narrow island, three-fourths of a mile long, one and one-fourths miles W. from Cow Island. It was formerly called Woody Clapboard Island to distinguish it from Sturdivant's which was formerly named Smooth Clapboard Island.

CLAPBOARD UPPER ISLAND LEDGES. Is one-third of a mile W. from the S. end of Basket Island. Has on it a red spar buoy (No. 6.)

CLAPBOARD LOWER ISLAND LEDGE. Is one quarter of a mile W. from the S. end of Clapboard Island. Has no buoy.

CLARK'S COVE. On the E. shore of Harpswell Neck; is of no importance, as at low water it is nearly all bare.

CLARK'S LEDGE. Is between Dipper Cove Ledges and Clark's Cove in Harpswell Sound.

COLEMAN'S COVE. On the S. E. side of Great Chebeague Island.

COOMBS' ISLAND. A small wooded island S. of Woodward's Point in New Meadows River.

CORNFIELD POINT. On the S. E. end of Cousin's Island.

CORWIN ROCK. Is two miles and a quarter S. E. by E. $\frac{3}{4}$ E. from the East Lighthouse; has on it an iron nun buoy painted red and black in horizontal stripes, and has "C. R." marked upon it in white letters.

COUSIN'S ISLAND. Is on the W. side of the channel near the Yarmouth shore, is one and three-quarters miles long and one-half a mile in width. Is partly cleared and settled. Has on it a hotel.

COUSIN'S RIVER. In Yarmouth. Is a narrow creek about three-quarters of a mile long.

COW COVE. A small cove on the eastern shore of Orr's Island, one mile above the S. end.

COW ISLAND. Is about one hundred and seventy-five yards N. E. of the E. end of Great Hog (Diamond) Island; is about three-eighths of a mile long. It was purchased a few years since by the United States for the purpose of constructing fortifications thereon.

COW ISLAND LEDGE. Is one-half a mile N. by W. from the E. end of Cow Island. Is bare at low water.

CRAB ISLAND. A low islet without trees N. of Great Moshier's Island at the entrance to Freeport river.

CRAB ISLAND LEDGE. A small ledge bare at half tide, three hundred and fifty yards to the W. of Moshier's Ledge.

CROTCH ISLAND. On the S. E. side of Luckse's Sound. Is one mile

and seven-eighths of a mile long and is inhabited. It is partly in Portland but the larger portion is in the town of Cumberland.

CROMWELL'S COVE. A narrow cove between East and West Cundiz Points at the S. end of Great Island.

CROTCH ISLAND LEDGE. Is one quarter of a mile S. W. from Crotch Island. Is not buoyed.

CROW ISLAND. A small, bare and grassy island four hundred yards E. by N. from the N. point of the E. end of Long Island.

CROW ISLAND. A low, bare islet about a quarter of a mile from the center of the S. E. side of Great Chebeague Island.

CROW ISLAND. An island one hundred yards square. Lies two hundred and seventy-five yards south of Miller's Point in Brunswick.

CROW ISLAND. A small, high island at the entrance to Diamond Cove on Great Hog (Diamond) Island.

CUNDIZ HARBOR. On the E. side of Sebascodogan Island on New Meadows River.

CUSHING'S. Formerly named Bang's Island, is a large, high islands at the entrance to Portland Harbor. (See description.)

CUSHING'S POINT. On the Cape Elizabeth shore, about midway between Fort Preble and the Breakwater.

CUSHMAN'S WHARF. About a mile above Woodward's Point on New Meadows River.

DANSBERRY REEF. Is three hundred and fifty yards long, N. E. from Fletcher's Neck in Saco Bay. Has on it a No. 2 buoy.

DAVID'S CASTLE. A bad ledge, bare at half tide, one mile and an eighth S. W. from Jenny's Island. Is not buoyed and always shows itself by breakers.

DEER POINT. On the S. W. side of Great Chebeague Island.

DEER POINT ROCK. Is two hundred and fifty yards from Deer Point on the S. W. side of Great Chebeague Island.

DIAMOND COVE. On the N. E. end of Great Hog (Diamond) Island. (See description.)

DICK'S SHOAL. Is one half a mile S. from the easternmost point of the Elm Islands.

DINGLEY'S COVE. A cove on the E. side of Great Island, and the W. side of New Meadows River.

DINGLEY'S ISLAND. A large, cultivated island on the W. side of New Meadows River about one hundred and fifty yards from the shore of Great Island.

DIPPER COVE LEDGES. In Harpswell Sound W. of Reed's Cove.

DOG'S HEAD. A small bare rock three hundred and fifty yards off the N. end of Orr's Island.

DOUGHTY'S COVE AND POINT. Is on the N. W. extremity of Great Island.

DOYLE'S POINT. On the S. extremity of Cousin's Island.

DRINKWATER POINT. On the S. W. side of White's Cove on Yarmouth Foreside.

DRUNKER'S LEDGES. Are N. E. from Half Way Rock Lighthouse at a distance of two miles. On the W. end is a spar buoy painted red and black in horizontal stripes.

DUNNING'S WHARF. At the head of Middle Bay on the main land in Brunswick.

DUNSTAN RIVER. On the W. side of Prout's Neck, a small shallow stream, nearly dry at low water.

DYER'S POINT. The N. point of the pitch of Cape Elizabeth.

EAGLE ISLAND. Is in Broad Sound three-quarters of a mile W. from Haskell's Island. Is one-quarter of a mile long and a part of it is densely wooded.

EAGLE ISLAND. In Saco Bay, a mile E. from Ferry Beach.

EAGLE ISLAND LEDGE. Is two hundred and fifty yards S. E. $\frac{1}{2}$ S. from the S. end of Eagle Island in Broad Sound.

EAGLE ISLAND POINT. On the S. end of Eagle Island in Broad Sound, extends S. W. two hundred and fifty yards. Has no buoy.

EAST COD LEDGE. Is E. S. E. from Portland Head Lighthouse seven miles and a quarter.

EAST COD ROCK. Is S. E. by E. $\frac{1}{2}$ E. from Portland Head Lighthouse seven miles.

EAST CUNDIZ POINT. Is on the S. E. extremity of Great Island, on the New Meadows River.

EAST POINT. The E. extremity of Richmond's Island.

EAST RYEFIELD COVE. On the S. side of Peaks Island.

EASTMAN'S ROCK. A sunken rock, not buoyed, three quarters of a mile above the S. E. point of Orr's Island.

ELM COVE. A very pretty, small cove to the S. W. of Diamond Cove on Great Hog (Diamond) Island.

ELM ISLANDS. Are two rocky islets lying E. and W. from each other, S. from Yarmouth Island in Quohog Bay. One is three hundred yards long and forty feet high. They are the scenes of one of Kellogg's boy's stories.

ELM ISLAND LEDGE. Shoal ground S. of Elm Island one quarter of a mile.

ELM TREE COVE. On the E. side of Peaks Island.

EVERGREEN LANDING. At the N. E. end of Peaks Island.

FERRY BEACH. A continuation of Old Orchard Beach to Saco River.

FISH HOUSE COVE. A small cove W. from Newbury's Point on New Meadows River.

FLAG ISLAND. Is a low, rocky island about four hundred yards long, at the entrance to New Meadows River. (See Upper Flag Island.)

FLAG ISLAND LEDGE. A dangerous ledge, not buoyed. Lies midway between Jamison's Ledge and Flag Island.

FLAG ISLAND N. W. LEDGE. Is two hundred yards N. W. from the W. end of Flag Island.

FLASH ISLAND. A small, rocky island lying two hundred yards off the S. E. end of Yarmouth Island in Ridley's Cove.

FLETCHER'S NECK. At the mouth of Saco River.

FLAT GROUND OR TEMPLE'S LEDGE. Is two miles S. $\frac{1}{4}$ W from Cape Small Point.

FLYING POINT. The south extremity of Flying Point Neck, E. of the entrance to Freeport River.

FLYING POINT LEDGES. A number of ledges and sunken rocks, extending from Flying Point in a W. $\frac{3}{4}$ S. direction for three quarters of a mile.

FLYING POINT NECK. A long, irregularly shaped point of land between Maquoit Bay and the entrance to Freeport River.

FOGG'S POINT. On the N. E. side of the entrance to Yarmouth River.

FOLLY POINT SHOAL. On the N. W. side of Peaks Island, in Hog Island Roads.

FORT GORGES. On Hog (Diamond) Island Ledge.

FORT POINT. On the east side of Sandy Cove on Great Island, W. side of New Meadows River.

FORT POPHAM. At the head of Atkins Bay near the mouth of Kennebec River.

FORT PREBLE. On Spring Point, near the entrance to Portland Harbor.

FORT SCAMMELL. On House Island.

FOSTER'S LANDING. A point on the shore at Falmouth Foreside.

FOSTER'S POINT. Is a high, cleared and cultivated peninsula on the E. shore of New Meadows River to the W. of William's Island.

FOUR FEET ROCK. Is on the E. side of the passage, a quarter of a mile N. W. $\frac{1}{2}$ N. from the W. end of the Flying Point Ledges.

FOX ISLANDS. A group of rocky islets off Morse River, E. of Cape Small Point.

FREEPORT OR HARRASEEKET RIVER. A large bay in the town of Freeport.

FREEPORT UPPER LEDGE. Is opposite Bowman's Island at the entrance to Freeport River. Is marked by a red spar buoy (No. 2.)

FRENCH ISLAND. Is a small, bluff island about forty feet high and three-eighths of a mile long, lying between Lower Goose and Great Moshier's Islands.

FRENCH ISLAND REEF. Is the long line of bare rocks extending from the N. E. point of French Island for nearly three-eighths of a mile.

FULLER'S ROCK. See Glover's Rock.

GEORGE'S ISLAND. An island lying between Yarmouth Island and Great Island.

GEORGE'S ISLAND ROCK. Lies nearly three hundred yards S. W. by S. from George's Island.

GLOVER'S OR FULLER'S ROCK. A bare, rocky islet S. of Cape Small Point.

GOOSE FAIR CREEK. A small inlet running into Saco Bay at Old Orchard Beach.

GOOSE ISLAND. (See Upper and Lower Goose Island.)

GOOSE LEDGE. A small ledge between Little Whaleboat Island and the Goslings.

GOOSE NEST, THE. A bare, rocky islet in the channel between the south side of Great Chebeague Island and Stockman's Island.

GOOSE NEST LEDGES. In the northern channel between the E. shore of Great Chebeague Island and Stockman's Island.

GOOSEBERRY ISLAND. A small mass of rocks W. of Fletcher's Neck.

GOOSEBERRY ISLAND. A small island on the west side of Cape Small Point, near the shore and the entrance to New Meadows River.

GOOSEBERRY ISLAND LEDGE. Lies just to W. of Gooseberry Island in New Meadows River.

GOSLINGS, THE. Two low islets off the S. W. end of Lower Goose Island in Middle Bay.

GOUDY'S LEDGE. Is at the entrance of the channel to New Meadows River and is bare at half tide. Is S. E. from Rogue Island.

GRASSY LEDGE. Is a bare ledge about one quarter of a mile long which lies nearly three-quarters of a mile N. E. by N. from Irony Island.

GREAT CHEBEAGUE ISLAND. The largest of the islands of Casco Bay excepting Great Island. (See description.)

GREAT HARBOR COVE. A small cove on the N. side of Haskell's Island.

GREAT HARBOR COVE LEDGES. Lie between Haskell's Island and Pott's Harbor. Are very extensive, bare at low water and are not buoyed.

GREAT HEN ISLAND. A small island on the west side of Great Island, near Ridley's Cove.

GREAT HOG (DIAMOND) ISLAND. (See description.)

GREAT (SEBASCODGAN) ISLAND. (See Harpswell)

GREAT MARK ISLAND. A bare, rocky islet three hundred yards from the E. shore of Haskell's Island.

GREAT MOSHIER'S ISLAND. One mile N. E. from Littlejohn's Island.

GREEN ISLANDS. Called the outer and inner, are masses of rock very bare and dangerous for navigators. They lie S. W. from Jewell's Island, distant one-half to one and a quarter miles. (See Upper Green Islands.)

GREEN ISLAND REEF. Is half a mile distant S. W. $\frac{1}{2}$ S. from Inner Green Island. Is marked by a red spar buoy (No. 2.)

GREEN LEDGES. Are two small bare rocks obstructing the entrance to Dingley's Cove on the W. side of New Meadows River.

GREEN ISLAND LEDGE. A sunken ledge. Has six feet at mean low water. Lies between Chebeague Point and the Upper Green Islands. Is marked by a buoy.

GURNET. (See The Gurnet.)

GURRY'S COVE. (See Simonton's Cove.)

HADDOCK ROCK. Is a mass of rough, bare rocks, forming an islet about five hundred yards W. from the W. end of Haskell's Island.

HALF WAY ROCK. Is a bare, rocky islet sixteen feet high. Is nine miles E. N. E. from Cape Elizabeth Lighthouse. On it is a granite light-house sixty-six feet high and visible fifteen miles off.

HALF WAY ROCK. Is a bare rock seven hundred yards S. from Mackworth's (Mackey's) Island.

HARBOR, THE (See Cundiz Harbor.)

HARPSWELL, TOWN OF (See description.)

HARPSWELL COVE. The northern part of Stover's River on Harpswell Neck.

HARPSWELL NECK. (See Town of Harpswell.)

HARPSWELL HARBOR OR STOVER'S COVE. Is a semi-circular cove about half a mile wide and three miles and an eighth above the entrance to Mericoneag Sound.

HARPSWELL SOUND. Is the water passage between Harpswell Neck and Orr's Island.

HARRASEEKET RIVER. (See Freeport River.)

HASKELL'S ISLAND. On the W. side of the entrance to Mericoneag Sound, is seven-eighths of a mile long, mostly bare of trees and under cultivation.

HASKELL'S ISLAND POINT. On the S. W. end of Haskell's Island.

HEAD BEACH AND HEAD COVE. On the shore of Cape Small Point.

HEN COVE. A deep cove on the W. shore of Great Island.

HEN ISLAND. A small, rocky islet on the E. side of New Meadows River near the entrance to Winnegance Bay.

HEN ISLANDS. Three small islands at the mouth of Hen Cove on the west side of Great Island. (See Great Hen Island.)

HERON ISLANDS. A group of three small, rocky islets at the mouth of Morse River, E. of Cape Small Point.

HIGH HEAD. A broad, round head eighty feet high, on the W. side of Harpswell Sound, two and three-quarters miles above Stover's Point.

HIGH HEAD. A precipitous bluff on the S. E. extremity of Cape Elizabeth, three-eighths of a mile S. of the lighthouses.

HOG ISLAND LEDGES. One on the western shore of Great Hog (Diamond) Island, and one at the western end of Little Hog (Diamond) Island three-eighths of a mile from the shore.

HOG ISLAND ROADS. Are between Little Hog (Diamond), Peak's and House Islands.

HOPE ISLAND. S. E. of the western end of Great Chebeague Island. (See description.)

HOPKIN'S ISLAND. Is in Dingley's Cove on the east side of Great Island.

HORSE COVE. On the W. Shore of Bailey's Island.

HORSE ISLAND. An island about three-quarters of a mile long on the west side of Cape Small Point near the entrance to New Meadows River.

HORSE ISLAND. A small island four hundred yards S. W. from Basin Point at the entrance to Potts' Harbor.

HORSE ISLAND HARBOR. Lies between the main land at Cape Small Point and Horse Island.

HOUSE ISLAND. Is about one-half a mile long and lies at the entrance to Portland Harbor. (See description.)

HOWARD'S POINT. A high, round hill between Middle Bay and the main channel, on the New Meadows River.

HUE AND CRY ROCKS. Are S. S. E. from Cape Elizabeth Lighthouses two and three-quarters to three miles distant.

HUSSEY ROCK OR THE HUSSEY. Is a dangerous sunken rock, almost exactly in the middle of the channel to Hussey's Sound. Has twelve feet of water at low tide, is E. $\frac{3}{4}$ N. two miles and an eighth from White Head, and is marked by a can buoy of the second class, painted red and black in horizontal stripes.

HUSSEY'S SOUND. Is between Peak's Island and Long Island. Has a deep, unobstructed channel.

INDIAN COVE. A beautiful cove at the northern extremity of Great Hog (Diamond) Island.

INDIAN POINT. Is on the N. E. end of Great Island in the New Meadows River.

INDIAN POINT. At the western end of Great Chebeague Island.

INTERVAL SHOAL. Is a little over half a mile E. N. E. from Ram Island in Harpswell Sound. Is not buoyed.

IRONY ISLAND. A small, low islet to the E. of the Goslings.

JAMISON'S LEDGE. A long and dangerous ledge between Carrying Place Head and the S. end of Flag Island at the entrance to New Meadows River. Is marked by an Iron Spindle painted black, with a cage on top.

JAQUISH CUT. A channel about two hundred yards wide between Mark Island Ledge and Jaquish Island, at the S. end of Bailey's Island.

JAQUISH ISLAND. A small, low, rocky island off the S. end of Bailey's Island.

JAQUISH LEDGE. A long point making off from the S. W. end of Jaquish Island. It is nearly bare at low water and is not buoyed.

JENNY'S ISLAND. A rocky islet. Lies half a mile S. W. from Cundiz Point.

JENNY'S LEDGE. Is half a mile S. S. W. from Jenny's Island.

JEWELL'S ISLAND. (See description.)

JEWELL'S ISLAND COVE. Is a long, narrow cove on the N. E. end of Jewell's Island.

JOHNSON'S COVE. A large, shallow cove on the S. W. side of Great Chebeague Island.

JOHNSON'S ROCK. About midway between Green Island Reef and Outer Green Island. A small, detached pinnacle rock.

JONES' LEDGE. Lies two hundred and fifty yards off the W. shore of Clapboard Island.

JORDAN'S POINT. One mile above Wilson's Cove on Middle Bay on the E. shore of Harpswell Neck.

JORDAN'S REEF. Is one mile S. E. by E. from Portland Head Light-house. Is marked by a nun buoy, second class, painted red and black in horizontal stripes.

JOSH'S COVE. On the E. side of Peak's Island.

JUNK OF PORK. A bare rock surrounded by ledges. S. and close to Outer Green Island.

LANE'S ISLAND. A low, wooded island half a mile long, S. E. of Fogg's Point at Yarmouth shore.

LITTLE BANG'S ISLAND. Is three-quarters of a mile long, twenty to forty feet high. Lies S. E. from Great Chebeague Island.

LITTLE BIRCH ISLAND. A small, grassy islet a quarter of a mile N. E. from Birch Island.

LITTLE BIRCH ISLAND. A low, grassy islet one-quarter of a mile W. from Horse Island.

LITTLE BULL LEDGE. Is a bare rock a quarter of a mile N. E. by E. from the S. extremity of Ragged Island.

LITTLE CHEBEAGUE ISLAND. (See description.)

LITTLE DIAMOND (HOG) ISLAND. (See description.)

LITTLE FLYING POINT. On the W. side of Maquoit Bay, at its entrance.

LITTLE IRON ISLAND. A low islet one hundred yards long, three hundred yards E. from White's Island in Middle Bay.

LITTLE JAQUISH ISLAND. A bare, rocky islet S. E. one hundred and fifty yards from Jaquish Island at the S. end of Bailey's Island.

LITTLEJOHN'S ISLAND. Is a mile long, lies S. E. of Cousin's Island with which it is connected by a bar at low water. The island has on it an attractive summer cottage owned by Mrs. Soule of New York.

LITTLEJOHN'S ROCK. Is a quarter of a mile S. from the S. E. point of Orr's Island.

LITTLE MARK ISLAND. Is a bare islet, rocky and bold, six hundred yards S. from the S. W. point of Haskell's Island. Upon its summit and near the center is built a square stone obelisk, fifty feet high, known as Mark Island Monument.

LITTLE MOSHIER'S ISLAND. Half a mile long and quite narrow. It lies N. W. of Great Moshier's Island.

LITTLE WHALE BOAT ISLAND. Is N. W. from Whale Boat Island. Is of irregular shape, wooded with spruce and fir.

LITTLE WHALE BOAT LEDGE. Is three eighths of a mile N. E. $\frac{1}{2}$ E. from Whale Boat Ledge.

LITTLE WOOD ISLAND. A low, thickly wooded island to the E. from Wood Island in New Meadows River.

LONG COVE. A long and narrow cove a mile and a quarter long, ten hundred yards wide on the N. side of Orr's Island.

LONG LEDGE. Is composed of ten narrow, bare, rocky islets N. W. from Flag Island.

LONG ISLAND. (See description.)

LONG ISLAND. A mile and three-eighths long on the W. side of New Meadows River, and N. E. from Dingley's Island.

LONG POINT. The S. W. end of Great Island.

LONG REACH. A long cove two miles and a quarter long, on the N. side of Great Island.

LONG ROCK. A cove on the W. side of Great Island two miles and a quarter long.

LOOKOUT, THE. A low bare point, one mile and a quarter above White Point, on the W. shore of Harpswell Neck on Middle Bay.

LOWELL'S COVE. A large and commodious cove on the S. side of Orr's Island.

LOWER BASKET ISLAND LEDGE. S. E. from Basket Island. Is marked by a black spar buoy. (No. 7.)

LOWER CLAPBOARD ISLAND LEDGE. Between Prince's Point and Lower Clapboard Island.

LOWER GOOSE ISLAND. Is exactly a mile long, is thickly wooded with spruce and fir, lies a mile and an eighth N. E. from Little Whaleboat Island.

LUCKSE'S SOUND. Is the main channel lying between Long Island and Crotch Island.

LUMBO'S LEDGE. Is two and three-quarters of a mile S. W. from Mark Island. Has on it a spar buoy painted red and black in horizontal stripes.

MACKEREL COVE. On the S. W. side of Bailey's Island. A large, deep but narrow cove.

MACKWORTH'S (MACKEY'S) ISLAND. (See description.)

MACKWORTH'S (MACKEY'S) POINT. On the east side of Presumpscot Bay in Falmouth.

MAQUOIT BAY. Is contained between Mare Point Neck and the mainland, Brunswick. It is three and three-quarter miles long, and about a mile and a quarter wide at high water.

MALAGA ISLAND. A low island on the east side of the New Meadows River, between Bear Island and the mainland.

MARE POINT BAY. Is between White's and Birch Islands on the S. E., and a peninsula of the mainland, Mare Point Neck (Brunswick) on the N. W.

MARE POINT NECK. A narrow peninsula on the E. side of Maquoit Bay.

MARK ISLAND, SOMETIMES CALLED WOODY MARK ISLAND. A small, low, rocky islet between Ragged Island and Cape Small Point.

MARK ISLAND LEDGE. Is five hundred and fifty yards W. S. W. from (Woody) Mark Island. Is not buoyed, but always shows itself by breakers.

MARK ISLAND LEDGE. Is distant nearly three quarters of a mile S. E. by S. $\frac{3}{8}$ S. from Mark Island Monument.

MARK ISLAND MONUMENT. Is upon the summit of Little Mark Island. It is painted black and white in perpendicular stripes except near the top which is black on each side, and its geographical position is latitude 43 deg. 42 min. 32 sec. N., longitude 70 deg. 1 min. 53 sec. W. It is a conspicuous mark when standing in from sea anywhere between Cape Small Point and Cape Elizabeth.

MARSH ISLAND. An irregularly shaped islet, about three hundred and fifty yards long on the S. side of Long Island.

MARTIN'S POINT. On the west side of Presumpscot Bay in Falmouth at its entrance. A bridge connects the opposite shore.

McKENNY'S POINT. A grassy, sloping point at the S. end of Cape Elizabeth.

MERICONEAG SOUND. The main channel between Bailey's Island and a part of Harpswell Neck.

MERRIMAN'S COVE. A small, shallow and unimportant cove on the E. shore of Harpswell Neck and the W. side of Harpswell Sound.

MERRIMAN'S LEDGE. Is one mile above Stover's Point, three hundred and seventy-five yards from the shore in Harpswell Sound.

MERRITT'S ISLAND. A little to the E. of William's Island. Is a small, thickly wooded island at the entrance to Mill Cove on the New Meadows River.

MIDDLE BAY. The main channel on the West side of Harpswell Neck.

MIDDLE BAY. A branch of the New Meadows River above Woodward's Point.

MIDDLE BAY COVE. At the head of Middle Bay in Brunswick.

MIDDLE GROUND. A shoal in the New Meadows River E. of Woodward's Point.

MIDDLE GROUND ROCK. Lies between Pond Island and Blacksnake Ledge.

MIDDLE GROUND. A shoal in Portland Harbor, mostly removed.

MIDDLE LEDGE OR MIDDLE ROCK. Is one mile and a quarter above the S. E. point of Orr's Island, exactly in the middle of the passage.

MIDDLE LEDGE. In the middle of Small Point harbor, between Wood Island and the W. shore of Cape Small Point.

MILL COVE. A long, narrow cove between Merritt's Island and the mainland in New Meadows River.

MILL COVE. A small cove in Quohog Bay, N. from Snow's Island.

MILL COVE. A mile long, from an eighth to a quarter of a mile wide, on the E. shore of Harpswell Neck.

MILL ROCK. Directly opposite the N. W. end of Bang's (Cushing's) Island. Has on it a black spar buoy No. 5.

MILLER'S CREEK. Dry at low water. Is at the N. end of Middle Bay and empties into it.

MILLER'S POINT. At the N. end of Middle Bay, and extending from the mainland.

MINISTERIAL ISLAND. Is half a mile long, is one-quarter of a mile S. E. from Stave Island.

MINK ROCKS. A group of ledges and bare rocks on the W. side of the channel to the N. of the Brown Cow and the Broken Cove in Broad Sound.

MITCHELL'S ROCK. Is distant a mile and three-eighths E. $\frac{1}{8}$ N. from Cape Elizabeth East Lighthouse. Is not buoyed and not dangerous except in heavy weather.

MOORE'S POINT. The S. W. end of Wolf's Neck at the entrance to Freeport River.

MOORE'S POINT ROCK. A bare ledge one-eighth of a mile S. by E. from Moore's Point.

MOSHIER'S LEDGE. E. from Great Moshier's Island. Is marked by a black spar buoy (No. 1).

MUSCLE COVE. A deep and unobstructed cove on the S. side of Richmond's Island.

MUSSEL COVE. On the N. side of Bartlett's Point, on the mainland at Falmouth.

NEGRO ISLAND. A small, rocky island two hundred and fifty yards to the W. end of Wood Island, Winter Harbor.

NEGRO ISLAND LEDGE. Is nearly six hundred yards from the W. point of Wood Island (Winter Harbor). Has on it a black spar buoy.

NORTH BLACKSNAKE, TIE. A bare, rocky islet, guarding the entrance to Horse Island Harbor, on the E. side of New Meadows River.

NORTH WEST LEDGE OR FLAG ISLAND N. W. LEDGE. Lies two hundred yards N. W. from the N. point of Flag Island.

NORTH WEST LEDGE. N. from Haskell's Island and W. from Potts' Point.

NEW MEADOWS RIVER. Is a large indentation from the sea, with numerous coves and harbors. It extends in a N. direction to within a half mile of Merrymeeting Bay a distance of ten miles.

OAK ISLAND. A small, rocky island off the S. end of Great Island.

OBED'S ROCK. A very small, rocky islet, low and bare, on the S. E. side of Long Island.

OLD ANTHONY OR VAPOR ROCK. Is S. E. from Cape Elizabeth Light-house. Has on it a whistling buoy.

OLD PROPRIETOR, THE. A bare ledge nearly two miles W. $\frac{3}{4}$ N. from the W. end of Richmond's Island.

ORR'S COVE. A large and long cove at the N. end of Quohog Bay, on Great Island.

ORR'S ISLAND. Is a large island of considerable height, about three miles long, lying between Harpswell Sound and The Gurnet. It is the scene of Mrs. Stowe's interesting romance "The Pearl of Orr's Island."

OVERSET ISLAND. Is a bare island sixty feet high and about four hundred yards long. Is two hundred yards S. of the W. end of Long Island.

PARKER'S POINT. On the W. shore of the entrance to Yarmouth River.

PEAK'S ISLAND. (See description.)

PEAK'S ISLAND SHOAL. Is on the N. W. end of Peak's Island, and is marked by a black spar buoy (No. 1).

PENNELL'S WHARF. At the W. entrance to Middle Bay Cove, at the head of Middle Bay.

PETER'S COVE. On the W. shore of Harpswell Neck. A comfortable anchorage for light draught vessels.

PETTINGILL'S ISLAND. Is forty feet high and bare of trees. It lies between Bibber's Island and William's Island, S. E. from Flying Point in Freeport.

PINE TREE LEDGE. Is S. E. $\frac{1}{4}$ E. from Portland Head Light one and a half miles.

PITCH PINE LEDGE. On the eastern shore of Small Point Harbor.

PITCH PINE POINT. The S. W. point of the entrance to Small Point Harbor.

PLEASANT COVE. A very beautiful cove on the N. E. end of Great Hog (Diamond) Island.

POLE ISLAND. Is in Quohog Bay near Great Island. Is one hundred feet high and bare of trees.

POLE ISLAND LEDGES, NORTH AND SOUTH. A line of bare rocks S. W. and N. E. from Pole Island in Quohog Bay.

POMROY'S ROCK. A rocky islet off the N. E. shore of Munjoy Hill.

POND COVE. A very beautiful cove a mile S. of Portland Head on Cape Elizabeth.

POND ISLAND. Low, bare and rocky, six hundred yards long and three hundred broad, is three-quarters of a mile from the E. shore of Bailey's Island.

POND ISLAND LEDGES. A line of bare rocks extending from the S. extremity of Pond Island half a mile in N. N. E. and S. S. W. direction.

POND LIGHT. On an island on the W. side of the entrance to Kennebec River.

POOL, THE. A bay three-quarters of a mile wide, at the mouth of Saco River.

PORTLAND HEAD. A prominent headland off Cape Elizabeth, on which is a lighthouse. Three miles and a half above the pitch of the Cape. This name has existed from the earliest settlement, and from it the city of Portland takes its name. The first Lighthouse was built by Massachusetts in 1791.

POTTS' HARBOR. A most commodious, land-locked harbor on the S. E. end of Harpswell Neck.

POTTS' POINT. Is at the extremity of Harpswell Neck and forms the eastern shore of Potts' Harbor.

POTTS' POINT LEDGE. To the S. W. from Potts' Point two hundred and fifty yards.

POUND OF TEA ISLAND. A small island at the entrance to Freeport River.

PRINCE'S GURNET. A narrow, crooked passage between Prince's Point and Doughty's Point in Harpswell Sound.

PRINCE'S POINT. Is a long, low point of land in Harpswell Cove.

PRINCE'S POINT. Is on the eastern shore of Broad Cove in Yarmouth.

PRINCE'S POINT. A beautiful situation on the Falmouth shore.

PRINCE'S POINT SHOAL. Extends from Prince's Point, Yarmouth, in a S. W. direction for half a mile.

PROUT'S NECK. (See description.)

PUMPKIN NOB. A small island at the eastern end of Peak's Island, has on it a summer cottage owned by W. P. Preble.

PUMPKIN NOB. A small, bare rock S. of Prince's Point in Yarmouth.

QUOHOG BAY. A deep indentation in the S. shore of Great Island, is an excellent harbor of refuge.

RAGGED ISLAND. Is a rocky island about half a mile long and a quarter of a mile wide, is distant from Bald Head on Cape Small Point three miles and a half.

RAM ISLAND. A small island in Mericoneag Sound E. from Potts' Point.

RAM ISLAND. A small island at the entrance to the Gurnet, and is S. E. from Orr's Island.

RAM ISLAND. A low, grassy islet a quarter of a mile long. Is six hundred yards S. E. from Bang's (Cushing's) Island.

RAM ISLAND. A small, low, grassy island about two hundred yards long, off the S. shore of Cape Elizabeth, W. from Richmond's Island.

RAM ISLAND. A small islet in Winter Harbor N. from Stage Island.

RAM ISLAND LEDGES. A bare ledge extending in a S. W. direction from the S. E. end of Ram Island in Mericoneag Sound.

RAM ISLAND LEDGES. Sunken rocks between Ram Island and Pond Island E. from Bailey's Island.

RAM ISLAND LEDGES. A long ledge S. of Ram Island and Bang's (Cushing's) Island.

RAM ISLAND LEDGE. Lies E. by S. from Ram Island (W. H.) Has on it a red buoy No. 6.

REED'S COVE. A wide and shallow cove on the W. side of Orr's Island, in Harpswell Sound.

RICH'S COVE. At the N. E. corner of Quohog Bay on Great Island.

RICH'S MOUNTAIN. Is a hill one hundred and forty feet high between Broad and Mill Coves, on the New Meadows River.

RICHMOND'S ISLAND. (See description.)

RICHMOND'S ISLAND HARBOR. Lies between the W. side of Richmond's Island and the shores of Cape Elizabeth, and is formed by the breakwater built across the bar from the mainland to the Island.

RIDLEY'S COVE. Is contained between the western shore of Cundiz Point and Yarmouth Island. Is nearly a mile long and three-eighths of a mile wide.

ROUND ROCK. At the entrance to Quohog Bay. Is bare at half-tide and very bold. Lies W. by S. seven-eighths of mile distant from the center of Ragged Island.

ROUND SHOAL. Bears from Half Way Rock Lighthouse S. by W. $\frac{1}{4}$ W. three miles and a quarter, and from Portland Head Lighthouse seven miles and a quarter.

ROGUE'S ISLAND. Is two hundred yards S. E. from the eastern end of Hope Island.

ROGUE'S ISLAND. A low, bare, rocky islet, two hundred yards S. from East Cundiz Point at the mouth of New Meadows River.

SACO BAY. Extending from Prout's Neck to Saco River.

SAND ISLAND. A small, low and narrow islet six hundred yards N. E. from Hope Island.

SAND ISLAND LEDGE. Makes off to the N. E. from Sand Island three hundred and fifty yards.

SANDY COVE. Between Fort Point and Cundiz Point on the S. E. end of Great Island.

SANDY ISLAND. A small low island half a mile S. W. $\frac{1}{4}$ S. from the E. point of Fletcher's Neck.

SANDY POINT LEDGE. A long ledge, bare at low water, N. W. from Birch Point on Cousin's Island.

SANDY POINT. On the N. end of Cousin's Island.

SCRAG ISLAND. In Middle Bay E. of White's Island.

SEAL COVE. Is a large, semi-circular cove a mile and a quarter wide on the S. E. end of Cape Elizabeth, adjoining Richmond's Island.

SEAL COVE. On the N. side of Great Diamond Island.

SEAL ISLAND. A small island E. from Cape Small Point.

SEAL LEDGE. Is on the N. W. shore of Great Chebeague Island. Is marked by a No. 6 buoy.

SEBASCODGAN ISLAND. (See Great Island.)

SHEEP ISLAND. A rocky, sparsely wooded islet on the east side of Dingley's Cove in New Meadows River.

SHEEP ISLAND LEDGE. A very dangerous rock in the middle of the channel, three hundred and fifty yards S. E. from Sheep Island.

SHELTER ISLAND. Is about four hundred yards long. Is in the center of Middle Bay, and five-eighths of a mile S. E. from Upper Goose Island.

SHIP COVE. A small cove on the N. side of Portland Head on Cape Elizabeth.

SIMON'S GURNET. An inland passage along the N. shore of Great Island into Harpswell Sound.

SIMONTON'S COVE. Sometimes called Gurry Cove, is a prominent cove on Cape Elizabeth shore, and just to the S. of Fort Preble. It is adjacent to the village called "Willard."

SISTER ISLAND. A small island at the entrance to Maquoit Bay.

SISTER ISLAND LEDGE. Is a bare ledge one hundred and seventy-five yards due N. from Sister Island in Maquoit Bay.

SISTER'S GROUND, THE. A mass of shoal ground and detached ledges S. E. from the Sisters and N. E. from Ragged Island.

SISTERS, THE. Two small, rocky, bare islets to the N. E. of Ragged Island at the entrance to Quohog Bay.

SLOOP LEDGES. A group of dangerous sunken ledges, distant from Ram Island E. N. E. half a mile, S. from Great Island near the entrance to the Gurnet.

SMALL POINT HARBOR. A long, narrow cove running S. from Tottman's Cove, at Cape Small Point.

SNOW'S ISLAND. An island near the head of Quohog Bay.

SOUTHERN HEAD. A headland on Cape Small Point S. E. of Bald Head.

SOW AND PIGS. An island N. E. from Bibber's Island, at the entrance to Maquoit Bay.

SPAR COVE. On the E. end of Peak's Island.

SPAR COVE. A small cove at the N. W. end of Staples' Cove in Freeport River.

SPRING POINT LEDGE. Makes off from Spring Point near Fort Preble. Has on it a first-class can iron buoy painted black and has the letters S. P. L. on it.

SPRING POINT. On Cape Elizabeth at the entrance to Portland Harbor.

SPRUCE POINT. The S. point on Cousin's Island.

STAGE ISLAND. Is a small, rocky island W. of Negro Island, Winter Harbor. Has on it a grey stone monument forty feet high.

STANIFORD'S LEDGE. On which the breakwater in Portland Harbor is constructed.

STAPLES' COVE. A large cove between the N. Shore of Staples' Island and the mainland in Freeport River.

STAPLES ISLAND. An island near the W. entrance to Freeport River.

STAPLES POINT. A point on the S. E. side of Staples Island.

STAVE ISLAND. Is about six hundred and fifty yards long, and lies N. E. from Crotch Island.

STAVE ISLAND LEDGE. Off the N. E. end of Stave Island in Broad Sound.

STEPPING STONES. Two bare, rocky islets four hundred and fifty yards from the S. E. shore of Long Island.

STOCKBRIDGE'S POINT. On the N. E. end of Staples' Island at the entrance to Freeport River.

STOCKMAN'S ISLAND. A small island to the N. E. of Little Bang's Island in Luckse's Sound.

STOVER'S POINT. The N. E. point of Harpswell Neck.

STOVER'S COVE. See Harpswell Harbor.

STOVER'S POINT SHOAL. Off the N. end of Stover's Point. Three hundred yards long. Is bare at low water.

STOVER'S RIVER. Enters into Harpswell Sound a mile above High Head, and is three miles long.

STRAWBERRY CREEK. Is bare at low water, empties into the N. end of Harpswell Sound.

STRATTON ISLAND. An island nearly a half mile long, opposite Old Orchard, in Saco Bay. This name was given it as early as 1658. Has a house on it.

STROUT'S POINT VILLAGE. See South Freeport.

STROUT'S POINT. On the N. end of Spar Cove in Freeport River.

STURDIVANT'S ISLAND, FORMERLY CALLED SMOOTH CLAPBOARD. Is low, cultivated, with a few houses on it. It is S. of Broad Cove in Cumberland about half a mile from the mainland.

STURDIVANT'S ISLAND LEDGES. A group of bare ledges about half a mile S. W. from the W. end of Sturdivant's Island.

SUGAR LOAVES. Two bare, rocky islets at the entrance to Kennebec River.

TEMPLE LEDGE OR THE FLAT GROUND. Is distant two miles S. W. from Cape Small Point.

THE BASIN. A land-locked Cove on the E. side of New Meadows River.

TAYLOR'S REEF. Off the S. E. end of Cape Elizabeth.

THE BROKEN CAVE. A ledge of rocks N. E. from Jewell's Island.

THE GURNET. Is a long, narrow passage between the S. part of Orr's Island and Great Island.

THRUM CAP AND THRUM CAP LEDGE. A rocky islet and shoals in the S. part of Potts' Harbor.

TORRY'S ROCK. A detached rock one-quarter of a mile W. from Potts' Point.

TOTTMAN'S BUMPER. A good mark in approaching Horse Island Harbor in New Meadows River, being a peculiar, bold spot of a yellowish white color appearing on the top of the wooded hills behind Carrying Place Head.

TOTTMAN'S COVE. A long, shallow cove on the W. side of Cape Small Point.

THREE ISLANDS. A group of four islands in New Meadows River near Mill Cove.

TREFETHEN'S LANDING. On the N. W. side of Peak's Island.

TRUNDY'S POINT. Is a mile and a quarter N. from the Cape Lighthouses.

TRUNDY'S REEF. A dangerous reef one-third of a mile N. from Cape Elizabeth Lights. Has on it a buoy painted black and marked T. R. in white letters.

TURNIP ISLAND. Is a small, bare rock N. W. from Jaquish Island.

TURNIP ISLAND LEDGE. Is a quarter of a mile S. W. from Turnip Island. Has on it a red spar buoy (No. 2.)

TWO BUSH LEDGE. A bare rock, three hundred yards long, S. W. from Elm Islands.

UNCLE ZEKE'S ISLAND. Is a bare rock nearly in the middle of Harpswell Sound above Orr's Island.

UNDERWOOD LEDGE. About one-third of a mile from the main shore, Falmouth, where the famous Underwood spring is situated.

UPPER BASKET ISLAND LEDGE. Between Basket Island and Spruce Point on the S. W. end of Cousin's Island.

UPPER FLAG ISLAND. Is half a mile long, and lies S. W. from Potts' Harbor on Harpswell Neck.

UPPER GOOSE ISLAND. Is S. W. from Birch Island in Middle Bay. Is five-eighths of a mile long, forty feet high.

UPPER GREEN ISLANDS. Are N. E. from Chebeague Point on Great Chebeague Island.

UPPER HARBOR LEDGE. A group of rocks on which is a black buoy, No. 3. On the edge of the flats off Cape Elizabeth shore in Portland Harbor one half a mile from Portland Bridge.

WALLACE HEAD. A low, bare point on the West side of Cape Small Point.

WATT'S LEDGE. A dry ledge, lies off the E. end of Richmond's Island.

WATT'S POINT. On the E. end of Richmond's Island.

WASHMAN'S ROCK. Is two-thirds of a mile S. by W. from Wood Island Lighthouse in Saco Bay.

WEBSTER ROCK. A dangerous rock N. from Half Way Rock Lighthouse. Is marked by a black spar buoy.

WEST BATH. A township on the E. side of New Meadows River, N. of Winnegance Bay.

WEST COD LEDGE. Is S. W. $\frac{3}{4}$ S. from Half Way Lighthouse, three miles and a half. Is marked by an iron nun buoy of the first-class painted red and black in stripes.

WEST COD LEDGE ROCK. Is a little over three miles E $\frac{1}{2}$ S. from the Cape Lights and is not buoyed.

WEST CUNDIZ POINT. Is on the S. end of Great Island, on the W. side of Cromwell's Cove.

WEST LEDGE. Extends off from the W. shore of Richmond's Island.

WESTERN HEAD. On the S. side of Richmond's Island, E. from Muscle Cove.

WEST RYEFIELD COVE. On the S. side of Peak's Island.

WHALES BACK. A sunken ledge a mile S. S. W. from Wood Island Light in Saco Bay.

WHALE'S BACK OR ROCK. A bare, rocky islet S. W. eight hundred yards from Little Mark Island Monument.

WHALE BOAT ISLAND. Lies along the western shore of Harpswell Neck at a distance of half a mile. Is a mile and a half long, fifty to three hundred yards wide.

WHALE BOAT ISLAND LEDGE. A small rock with nine feet at mean low water, three-quarters of a mile N. W. from Whale Boat Island. Has on it a red spar buoy No. 12.

WHALE COVE. On the E. side of Peak's Island.

WHARF COVE. On the E. side of Peak's Island.

WHITE BULL, THE. A white looking, rocky islet S. E. of Ragged Island and in range with it.

WHITE HEAD. A rocky, bare bluff eighty feet high at the N. E. extremity of Bang's (Cushing's) Island.

WHITE HEAD LEDGE. A long ledge making off from White Head in a N. direction for one hundred and fifty yards.

WHITE HEAD PASSAGE. Is between the N. shore of Cushing's and the S. shore of Peak's Island.

WHITE'S COVE. A small cove N. of Drinkwater's Point at the entrance to Yarmouth River.

WHITE'S ISLAND. Is in Middle Bay six hundred yards N. E. from Birch Island.

WHITE'S POINT. A low, bare point half a mile above Peter's Cove on the W. side of Harpswell Neck.

WIDGEON COVE. Is three-quarters of a mile long, and is on the W. side of Harpswell Sound, and the E. side of Harpswell Neck.

WILLIAM'S ISLAND. In Broad Cove on the E. side of New Meadows River.

WILLIAM'S ISLAND. N. E. from Pettingill's Island near the entrance to Maquoit Bay.

WILLARD'S ROCK. Is on the S. side of the channel. Is two miles and a quarter N. E. by N. from Cape Elizabeth East L. H. and is not buoyed.

WILL'S STRAITS. A passage three hundred and fifty yards wide between Orr's and Bailey's Island.

WILSON'S COVE. A wide and tolerably deep cove in Middle Bay on the W. side of Harpswell Neck.

WILSON'S LEDGES. A dangerous group, bare at tide water, about seven hundred yards near the upper end of Wilson's Cove.

WINTER HARBOR. Is contained between Fletcher's Neck and the islands to the N. in Saco Bay.

WINNEGANCE BAY. A deep indentation on the E. side of New Meadows River. Is about a mile long and is connected with Winnegance Creek on the Kennebec.

WITCH ROCK. Is seven-eighths of a mile S. E. from Ram Island (off White Head). Has on it a nun buoy painted red marked with the letters W. R. in white.

WOLF'S NECK. A peninsula on the S. side of Freeport River.

WOOD ISLAND. A high, partly wooded island on the W. side of Cape Small Point, S. W. from Tottman's Cove.

WOOD ISLAND AND LIGHTHOUSE. The most prominent island in Saco Bay at Winter Harbor. Has on its E. end a lighthouse forty-seven feet high, showing a revolving red light.

WOOD LANDING. On the S. side of Peak's Island.

WOODY MARK ISLAND LEDGE. A ledge bare at half tide, five hundred and fifty yards W. S. W. from Woody Mark Island.

WOODWARD'S POINT. Between Woodward's Cove on the W. and New Meadows River on the E.

WYER'S ISLAND. A bare islet off the N. W. end of Orr's Island at Harpswell Sound.

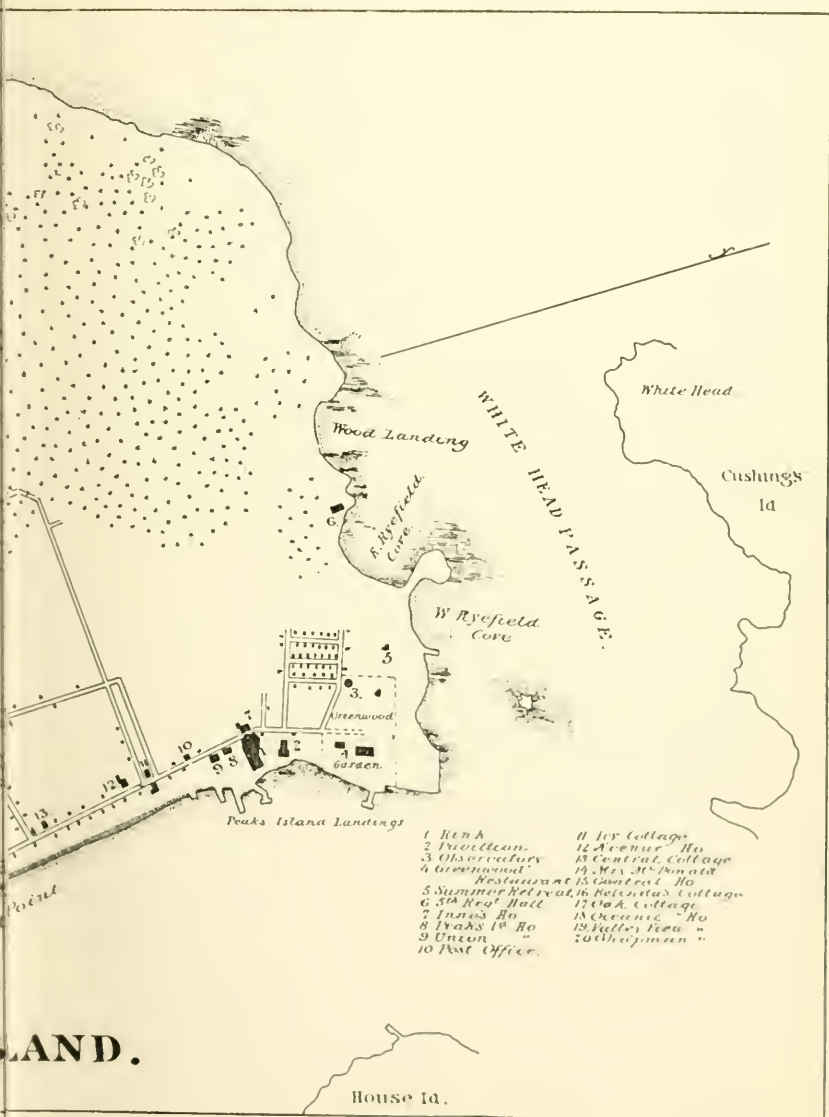
WYMAN'S LEDGE. A very dangerous ledge with four feet upon it in mean low water, distant half a mile S. E. from Woody Mark Island.

YARMOUTH ISLAND LEDGES. A great mass of shoal ground S. from Yarmouth Island.

YARMOUTH RIVER. About a mile and three-quarters long from the entrance to the village at Yarmouth Falls.

YARMOUTH ISLAND. Is nearly three-quarters of a mile square. Its summit is one hundred and forty feet above high water mark. Is S. of Great Island near the entrance to Quohog Bay.





YARMOUTH FALLS VILLAGE. At the head of Yarmouth River.

YELLOW ROCK. A small, bare rock a quarter of a mile S. S. W. from Two Bush Ledge, at the entrance to Quohog Bay.

YORK LEDGE. Is one mile N. E. from Prince's Point on the E. side of Broad Cove. A black spar buoy (No. 3) is placed on it.

ZEB'S COVE. One of the principal Coves on Cape Elizabeth shore, N. from the Cape Lighthouses.

PEAK'S ISLAND.

This large island which lies near the entrance to the harbor, has borne the successive names of Pond, Michael, Munjoy, Palmer and Peak's. It was conveyed by George Cleeve to his son-in-law, Michael Mitton, in 1637. Mitton's widow conveyed it to John Phillips of Boston in 1661. It was then called Pond Island. Phillips conveyed it to his grand-daughter, Mary Munjoy, wife of John Palmer. There have been several lawsuits concerning the title, as it was claimed by the Bracketts, who were the heirs of Mitton, and by those who held under Munjoy's title.

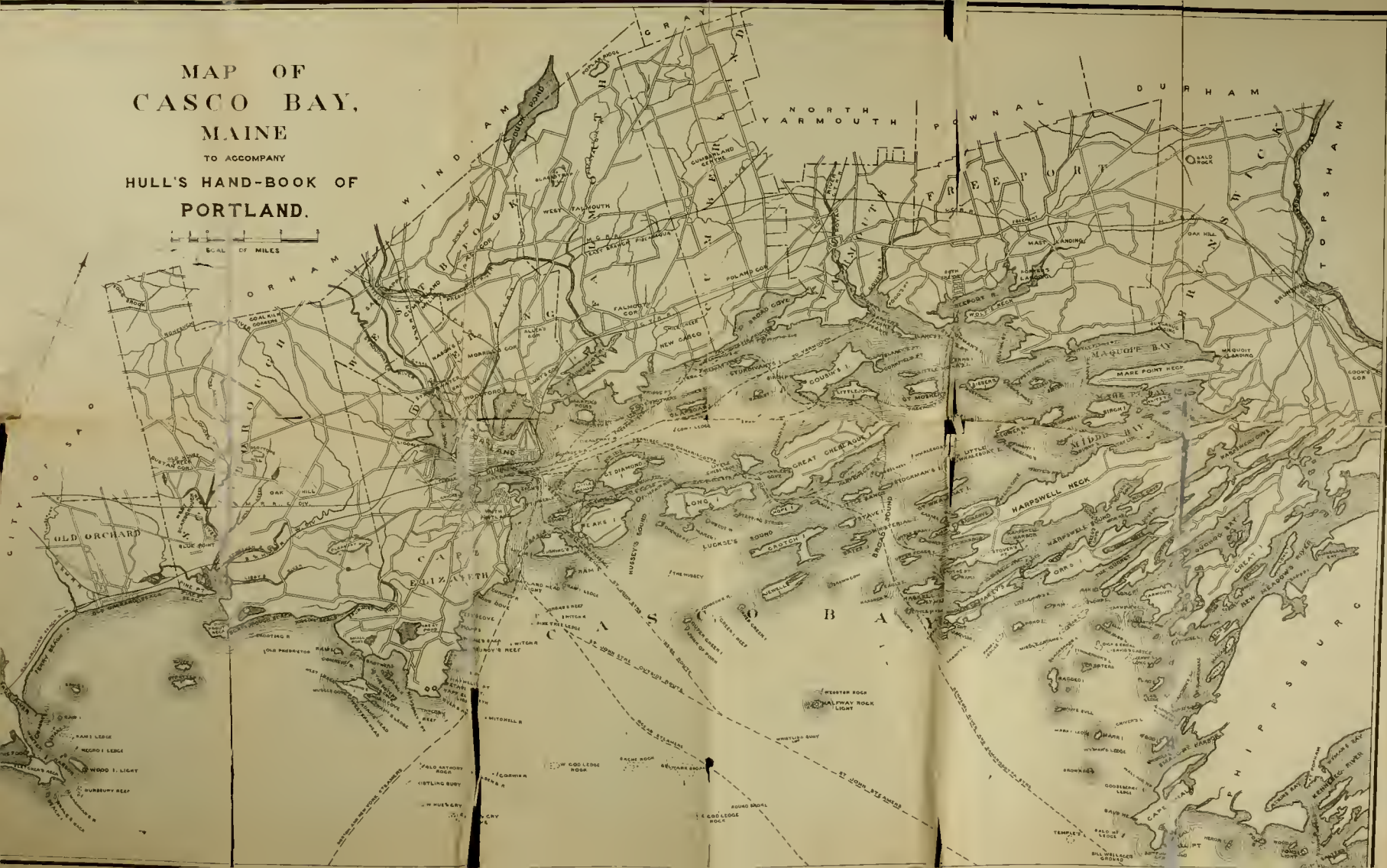
This island was a favorite resort of the Indians. Here they rendezvoused prior to their attack on the white settlements in the vicinity. In 1689 a force of over four hundred French and Indians gathered here preparatory to the attack on Casco, which they made a few days later, and were repulsed at Deering's woods. Capt. John Waite was one of the first early settlers on the island. Having become a joint proprietor, in the latter part of his life he took up his residence and died here in 1768. In 1762 Thomas Brackett and Benjamin Trott came here to live. They are the ancestors of those of that name now residing here. A daughter of Thomas Brackett married Joseph Reed.

The three first frame houses built upon the island were those of Thomas Brackett, Benjamin Trott and Joseph Reed. The population of the island increased slowly. In 1847 there were but eighteen houses. There were no facilities for going to Portland except in open boats. The island began early to be a pleasure resort, being reached from the city by boats. The

MAP OF
CASCO BAY,
MAINE

TO ACCOMPANY
HULL'S HAND-BOOK OF
PORTLAND.

SCALE OF MILES
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large pleasure boats named the Laurel (now in existence) and the Banner made constant trips. The first regular steamer began to run in 1851. A very small boat called the Express had made trips previous to that time.

Horatio G. Cook established the first regular steamer communication. The first boat was the Antelope, succeeded by the Casco, Favorite, Gazelle, Island Queen, Clinton, The Lily and Marcena Johnston. The trips then were not so frequent as now. The earliest from the city was at 9 a. m. and the last from the island at 5.30 p. m. Soon after the boats commenced running regularly summer boarders began to come, succeeded by campers out and cottagers. Old houses were fixed up and new ones built to accommodate the increasing number of summer visitors. In 1847 there were no roads on the island and no school house. Now there are good roads, a brick school house, a fire engine and a Methodist church. Boats of the Casco Bay Steamboat Co., the Greenwood and other steamers make frequent trips to and from the city, stopping at four landings. The oldest established boarding house on the island is the Union House, opened in 1851 by Wm. T. Jones. It is now kept by his widow. Other hotels and boarding houses are the Bay View, Peak's Island House, Avenue House, Bellevue House, Chapman House, Oceanic, Summer Retreat, Innis House, Valley View and others.

The Greenwood Garden, under management of Capt. C. H. Knowlton, is one of the most attractive features of the island. It is a beautiful sylvan retreat by the water side. A museum of animals and curiosities, opera and theatrical entertainments, draw crowds of pleasure seekers. The Chapman House, which is located on the northeast part of the island in the midst of Rock Bound Park, is a quiet retreat among the trees within sight of old ocean.

On the summit of the highest part of the island a glorious scene spreads out before us. Eastward the blue expanse of the broad Atlantic stretches away to the horizon; turning west we see Old White Head on the opposite shore, and farther

west the harbor with its vessels and steamers lies at our feet, while in the distance rises the beautiful Forest City with the dome of Mt. Washington far away to the north—at sunset its dark, purple outline against the crimson sky presenting a pleasing contrast—for a background.

For many of the material facts in this article I am indebted to Mrs. Eliza A. Jones, proprietress of the Union House, who has written a very interesting history of Peak's Island.

CUSHING'S ISLAND.

This large island lies near the entrance to the harbor and is a prominent feature to those who by sail or steamers pass by it. It is claimed that here Christopher Levett built a stone house in 1623. It was afterward owned by George Cleeve and descended to his daughter, Elizabeth Mitton. It was next owned by James Andrews. The first English name given to this island was Portland. It has been called successively, Andrews' Fort, Bang's (which name it bore for over one hundred years), and Skilling's. Its present owner is Francis Cushing, Esq.

This island has capabilities of becoming one of the finest watering places on the coast. It has been laid out into carriage roads, walks, paths and cottage lots by Frederick Law Olmsted, a celebrated landscape architect. The new Ottawa House, the largest hotel in Casco Bay, which succeeds the former house of that name burnt in 1886, will be completed June 20. It has accommodations for 300 guests. It has been leased by, and will be under the management of, Montgomery S. Gibson the proprietor of the Preble House. This hotel stands on the highest ground of the island and commands magnificent views of land and sea scenery. From its balconies on the north you have views of the harbor, the city and inland mountain scenery. Seaward the grand old ocean appears before you, its surf beating on the outer walls of the rock bound coast. Half Way Rock and its white tower at a distance glistens in the sun: before you is Ram Island, the waves breaking

over it. On the right are the shores of Cape Elizabeth, Portland Light and the two Cape Lights. About all the steamers that go in and out of Portland Harbor pass by this island. It is now a popular resort for the best classes of Canadian society, who come here regularly every season, and its hotel accommodations and cottage life make the sojourn here very pleasing.

It is becoming one of the most attractive watering places on the coast. Regular communication is kept up with the city by the steamers of the Casco Bay Co. which make frequent trips.

DIAMOND ISLAND.

EDWARD H. ELWELL.

This island, formerly known as Hog Island, is the larger of two islands connected by a sand-bar which is covered with water only at high tide. There are good reasons for believing that it was on this island that Christopher Levett, in 1623, built the first house erected within the limits of the city of Portland. In 1772 it was purchased by the Deering family who have retained an interest in it until the present time. By them it was long improved as a hay farm.

The island comprises about four hundred acres. The eastern end is heavily wooded, and indented with many pleasant coves, the pleasure resorts of Portland people for more than a hundred years. The largest of these coves, much frequented by picnic parties, was many years ago popularly named Diamond Cove because of the beautiful quartz crystals found there.

In 1882 a company of Portland citizens purchased about two hundred and fifteen acres in the center of the island and extending along the northern shore to the cove now named Seal Cove. The Deering heirs still hold one hundred and fifteen acres on the southwestern side. The company numbered ninety-five stockholders, holding from one to five shares each.

The land was plotted into quarter acre lots, with avenues and reservations for parks and play grounds, a restaurant was built and a wharf extended on the northern shore and another in Diamond Cove. Half a dozen summer cottages were built

in 1883 and the number in 1888 has increased to about fifty. These cottages are of tasteful architecture, and some of them are very ornamental. Provision has been made for proper sanitary regulations, and a water company supplies water to the cottages from one of the numerous springs of pure water on the island.

The Casco Bay Steamboat Company has a wharf on this side of the island to which its steamers make regular daily trips, thus increasing the facilities for reaching the island.

The steamer *Isis* makes daily trips to the island every week-day during the season, from Burnham's wharf. On two of her daily trips she makes the circuit of the island, touching at Diamond Cove, thus affording a delightful excursion to pleasure seekers. The time occupied in the passage is from twenty to twenty-five minutes.

At the time of the purchase the name of the island was changed from Hog to Diamond Island, and the company is known as the Diamond Island Association.

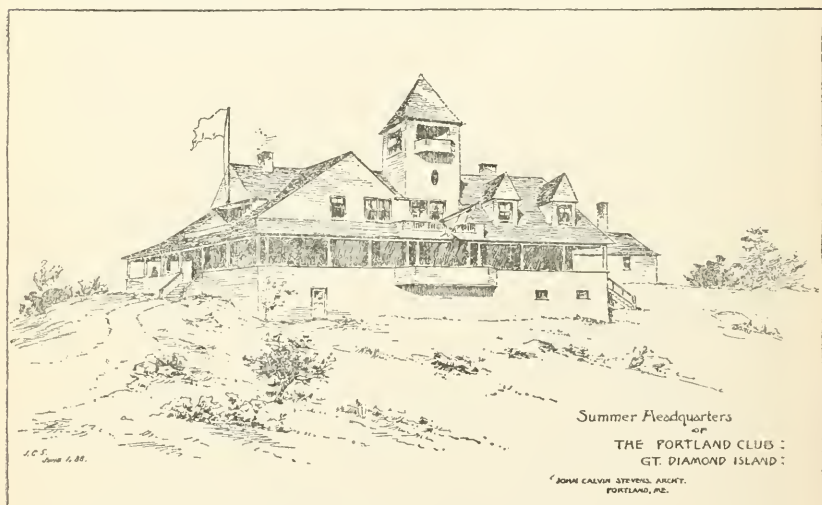
The island is one of the most beautiful in Casco Bay. Its front on "the Roads" presents a precipitous wall to the sea crowned by an evergreen growth, and fringed about its base with golden sea-weed. In the eastern end are the picturesque coves whose wooded retreats afford camping grounds for summer idlers. The head of Diamond Cove, famous in song and story, comes within the purchase of the company. In the woods at this end of the island are charming, embowered paths, where one comes upon many wide-spreading beeches. This portion of the island has long been the resort of picnic and camping parties.

The high swell of land in the center of the island, long a grass field, now dotted with numerous neat cottages, commands a wide and beautiful view of the opposite mainland, the surrounding islands, the cape shore, the harbor with its shipping and ever moving panorama of pleasure steamers and sailing crafts and of the city seated on its elevated peninsula.

The surface of the island is greatly diversified, comprising

deep ravines, rugged elevations commanding extensive views, precipitous sea walls and green slopes extending to the shore. Its flora comprises every variety of forest trees and wild flowers. Cummers may be caught from its wharves, and deep sea fishing is not far away. On the whole coast of Maine there is not a more charming spot for a summer residence. A few cottagers go down as early as April and May, some extend their stay to the first of October, but the real pleasure season begins with the first of July and ends the middle of September.

The Portland Club, a social, political association has built a very fine club house on high land opposite the roads. A view of it is inserted.



PORTLAND CLUB HOUSE, Diamond Island.

HOUSE OR HOWE'S ISLAND.

This is one of the four islands that lie at the entrance to the harbor and forms the S. W. boundary to Hog Island Roads. It was very early improved for the fishing business, which has been continued to this day. In 1663 George Munjoy obtained a title to this island, which in 1681 was guaranteed to his

widow by President Danforth. The southerly end of it is high land and was purchased by the U. S. in 1808 and a wooden block house erected there and the fortification named Fort Scammell. Since then it has been greatly enlarged and strengthened and is now quite a formidable fortress.

MACKWORTH'S ISLAND.

This Island lies very near the main shore on Falmouth Fore-side. It was granted with the land opposite on the main shore to Arthur Mackworth by Sir F. Gorges in 1634. The name was corrupted to Mackey's, by which it was generally known up to the present time. About sixty years since it was owned by one Raney, or Renny, and for a short time was called by that name. It is very pleasantly situated near the mouth of the Presumpscot River and commands fine views of Casco Bay, the islands and Portland. It has lately been purchased by James P. Baxter, who has built there a fine summer residence. A wharf has been built, and a steamer from Portland makes three trips a day to and from the island.

LONG ISLAND.

This island is five miles from Portland and lies northeast from Peak's from which it is separated by Hussey's Sound. It was early taken up by John Sears. In 1655 Sears sold it to Isaac Walker of Boston, who in 1667 sold it to John Smith of Boston. In an old map of Casco Bay, published in 1703, it was called Smith's Island. As its name indicates, it is of greater length than breadth, presenting a long shore line to the inner bay. Its outer coast is broken and irregular. A beautiful bay on the south side of the island is called Little Harbor. The land at the eastern end is high and wooded. Its area is nine hundred and twelve acres, the largest island belonging to Portland. Its inhabitants are engaged in farming and fishing.

Within a few years it has come to be quite a summer resort. A number of cottages have been built, and this season a large

number of additional ones are to be constructed. A company called the "Fern Park Land Co."—Richard K. Gatley, Pres.; George F. Gould, Treas.;—has purchased a large tract of land at the southerly end of the island, which is to be surveyed and cut up into cottage lots. The Twenty-ninth Regiment Association M. V. have a memorial building on this island. Two wharves have been built, at which steamers make numerous stops during the day. There is one hotel the Dirigo House, and many restaurants and boarding houses.

JEWELL'S ISLAND.

This is the outermost island in the bay, presenting a long surface and rock bound shore to old ocean. It contains two hundred and twenty-one acres and is ten miles from Portland. The name that it bears has existed since its first discovery and was given to it on account of iron pyrites which are found there and which at times in its history caused the belief that gold existed there. Coal and minerals have been mined for, and it is one of the current traditions that Capt. Kidd's treasure was buried there.

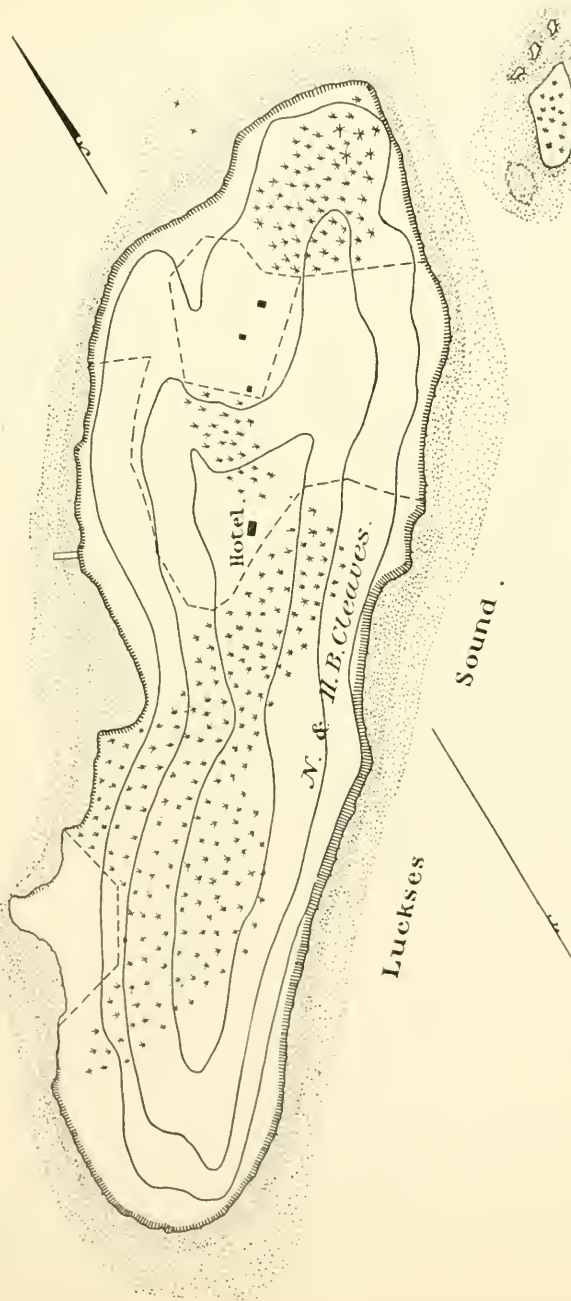
It was purchased originally of the Indians by Henry Donnell in 1658 and used for fishing purposes till 1688, when the Indians drove the inhabitants away and it was abandoned. Massachusetts then claimed it and deeded it in the general grant to Falmouth which granted it to John Tyng, under which title it is now held. It has some good harbors and grand coves. It is now owned by James McKeen Esq. of New York and occupied for a summer residence. A code of signals connecting with Portland Observatory gives the occupants communication with the outer world.

HOPE ISLAND.

This island, although one of the smaller ones of the bay, is certainly the most beautiful. It contains thirty acres, is seven miles from the city, rises by a gradual incline from the water and is crowned with a forest growth, whose dark

HOPE ISLAND.

Rogues Island.



verdure forms a striking contrast to the lighter vernal shade of the meadow lands. It has many beautiful coves and points where rare fishing can be had. It lies opposite the south end of Great Chebeague on the route of the Harpswell and Boothbay steamers, who stop for passengers at its wharf. A comfortable new boarding house and the old farm house comprise the buildings on this island. For a quiet retreat freed from noise and confusion, and for picnic parties, campers etc., it cannot be surpassed. This island was for many years owned by the late Dr. O. E. Durgin of Portland. It was purchased a few years since by Nathan and Henry B. Cleaves, who have made many improvements there.

LITTLE CHEBEAGUE

is a an island connected with Great Chebeague by a bar which is dry at low water, and passable. It is partly in Portland and partly in Cumberland. It contains about seventy-five acres. Its original title was after the conveyance by the Gorges' heirs in Massachusetts, who in 1682 conveyed it to Silvanus Davis, whose legatees sold it to Thomas Westbrook and Gen. Waldo. Westbrook's half was conveyed on execution to Gen. Waldo and from his heirs it has descended to its present owners. This island has on it many attractive features which make it a pleasant summer resort. It has a fine beach a mile long and affords magnificent views of the bay, mainland and Portland in the distance. The Waldo House which is situated on it is, next to the Ottawa, the largest in the bay; well kept and finely furnished, it is a desirable place for quite rest. There are several summer cottages on the island which are occupied by families from the city.

GREAT CHEBEAGUE

sometimes called Chebiscodago, Chebeag or Jebeag, is, next to Great Island, the largest in Casco Bay, containing over two thousand acres. The first conveyance that we find concerning it is a grant from George Cleeve to Walter Merry. I

was subsequently called Merry's Island. In 1675 it was conveyed by Robert Thornton of Camden in New Plymouth to Josiah Willes of Boston. In 1680 the three sons of Robert Jordan conveyed six hundred and fifty acres of it on the east side to Walter Gendall. In 1683 Massachusetts granted to Richard Wharton six hundred and fifty acres on the west side, and his administrator, Ephraim Savage, conveyed the same to the deacon of the first church in Boston for the use of the poor, calling the island Chebeag, or Recompense Island, which name, however, was not retained. After various conveyances, in 1743 it was owned by the first church and Col. Thomas Westbrook, and in that year Westbrook's half was sold on execution to Samuel and Cornelius Waldo.

Chebeague Island belongs to the town of Cumberland, is one of the finest islands in the bay, has quite a large population, two churches and schools, and is inhabited by an industrious community, mostly farmers and fishermen. A large business is done in digging and salting clams for bait. Ten thousand barrels a year have been exported from here. This island is high land, well wooded, and the views from its heights are charming. The islands about it are clustered together, shutting in the harbor adjoining, so that it resembles an inland lake. The sea view from the south takes in Hope Island, Crotch Island, and outside of that Jewell's Island the outer barrier of all. Some pleasant coves and quiet retreats are to be found on this island.

It has not heretofore been much patronized by summer visitors, but its beauties are beginning to be found out, and now the campers and cottagers are increasing. The Harpswell and Freeport steamers stop at various points on the island, making it easily accessible. On Deer Point, at the southerly end, is a summer cottage owned and occupied by Mrs. M. A. H. Peabody. At the point below is the large summer hotel kept by Joshua E. Jenks, one of the largest in Casco Bay. The scenery about it is very attractive, and the facilities for bathing, fishing, etc., unsurpassed. This is the only island in the bay that is well

provided with roads by which long drives can be had all over it.

HARPSWELL.

The long peninsula of Harpswell stretches out into the ocean. There are also numerous islands which are included in the town. What is called Harpswell Neck is a narrow strip of land extending some twelve miles from Brunswick. At its southern end are Potts' Harbor and Potts' Point, where most of the hotels and boarding houses are situated. Eastward of Harpswell Neck are Bailey's Island and Orr's Island the scene of Mrs. Stowe's novel, "The Pearl of Orr's Island." Rev. Elijah Kellogg in his stories for boys has made Elm and other islands here the scene of many incidents. Eastward is the large island called the Great or Sebascodogan Island, the largest in Casco Bay, and which is bounded on the east by New Meadows River with numerous islands.

These waters and these islands with their many coves and bays are destined to make this town a famed watering place. Visitors are beginning to find out the beauties of this locality, and lots are being taken up, and cottages being built. This town is said to have more sea coast than any State on the Atlantic coast except the State of Maine, and a glance at the map that accompanies this work will make this evident. The line of steamers from Portland makes two trips daily to Potts' Harbor, and one a day to Bailey's and Orr's Island. One hour and a half is occupied in the passage, during which some of the most picturesque land and water views of Casco Bay delight the eye. Rev. Elijah Kellogg, the author of many of the tales connected with the legends of these islands, still resides here in the north part of the town. Whittier in one of his poems, "The Dead of Ship of Harpswell," has preserved in legend the names of some of these islands.

The principal hotels are at the Neck and are the Mericouneag House, Lawson House, Alexander House, Harpswell House, Sea View Cottage, Grand View House, Morse House, Mansion

House and others, at which summer visitors can be accommodated with board at reasonable rates. Saloons and bowling alleys furnish refreshments and amusement to excursion parties. One of the institutions here is the Auburn colony, so called, which consist of families from Auburn and Lewiston, who occupy some thirty cottages, all alike and arranged in a semi-circle on high land fronting the bay. Orr's Island has Sinnett's and Coombs' boarding houses. At Cundiz Point on Great Island there are a few houses which accommodate boarders.

EXCURSIONS IN CASCO BAY.

The routes of the various lines of steamers that run from Portland to different points, afford to the visitor to Portland most pleasing excursions. About ten steamers are constantly running. Peak's, Diamond and Cushing's Islands from their proximity to the city attract the large majority of pleasure seekers. The steamers on this route leave from Custom House and Burnham's wharves, and their times table may be seen in their advertisements.

Leaving Custom House wharf, the steamer moves out into the stream. The shore opposite is Cape Elizabeth, and the village there is now named South Portland. Two Ferry lines give frequent trips. As we go down the harbor the city with its wharves, shipping, tall spires of churches, the gilded dome of the City Hall, and the two hills at the extremities of the city rise from the waters. We soon come to the breakwater, which extends out from the Cape Elizabeth shore for the protection of the harbor in southeasterly gales. A small, iron lighthouse on its extremity flashes at night a red light. We are now opposite the entrance to the harbor. Fort Preble, named for the Commodore, and Fort Scammel on House Island opposite, old style fortifications, command the entrance to the harbor at this point. From here on the left the view reaches far down the bay, taking in Falmouth Foreside, Cumberland, Yarmouth, Freeport and some of the principle islands of the

bay. Opposite looms up from the water the massive fortress of Fort Gorges. The steamer then runs between Little Diamond and House Islands and makes the landing at Peak's Island. Other steamers stop at Little Diamond, Great Diamond and Trefethen's and Evergreen landings on Peak's Island. Another steamer makes frequent trips to Cushing's Island. The steamers to Long Island continue on down the roads between Diamond and Peak's Islands, across Hussey's Sound where is experienced the heavy swell from the Atlantic, making the boat roll and tremble for a short time; then the steamer lands its passengers at the wharves. If the steamer is bound for Harpswell, she continues on along the inner shore of Long Island, then steams across to Little Chebeague, leaving passengers for the Waldo House, then turning round crosses the bay and stops at Hope Island; thence she sails to Great Chebeague, making a landing at the point where Jenk's Hotel is situated; thence to a landing at the eastern end of Great Chebeague; thence through the inside passages, of intricate and dangerous navigation, to Potts' Harbor on Harpswell Neck; thence round Potts' Point, between that and Haskell's Island, to Bailey's and Orr's Island.

The sail down the bay by the inner passage is very fine. A line of steamers leaves Burnham's wharf for Mackworth's Island, Falmouth Foreside and Prince's Point in Yarmouth. Leaving the wharf the steamer keeps down the harbor, by the wharves, to the east extremity of Munjoy Hill, by Pomroy's rock, on across the bay to Mackworth's Island, which lies near the Falmouth shore and is the summer residence of James P. Baxter. Thence the steamer makes a landing at Falmouth Foreside, thence on to Prince's Point in Yarmouth, a new and charming locality for summer residences.

The Freeport line of steamers continues the same route to Falmouth Foreside, sails thence along the shore to Cousin's Island, thence to Littlejohn's Island, making a landing there at Soule's wharf, thence across over to Great Chebeague Island and thence by the Moshier's Islands up Freeport bay to the

village of South Freeport. During the island season the large steamers of the Casco Bay Company make weekly sails through the various channels and routes of Casco Bay, and these excursions are very enjoyable. There is generally a band of music on the boat which adds in a great measure to the pleasure of the sail.

CAPE ELIZABETH.

This ancient town which adjoins Portland was originally part of Casco or Falmouth, from which it was set off in 1765. The first settlements of whites was at Richmond's Island in 1628 by Walter Bagnal, who was killed by the Indians in 1631. Two months after his death a grant was made by the council of Plymouth to Robert Trelawney and Moses Goodyear of this island and all of the present town of Cape Elizabeth.

Cleeve and Tucker who in 1630 had settled at the mouth of the Spurwink River opposite, were in 1632 ousted from their possessions by John Winter the agent of Trelawney. After the death of John Winter his son-in-law, Robert Jordan, was appointed administrator, and through the aid of the courts then existing in Maine obtained judgments against the Trelawney estate; all the estate, lands, etc., were awarded to Robert Jordan to secure the payment of a claim which Winter's estate had upon Trelawney. This was never redeemed and all the town of Cape Elizabeth became the property of Robert Jordan and is now held under that title. Robert Jordan was an Episcopal clergyman and the ancestor of nearly all of that name in this county.

Cape Elizabeth suffered severely by the Indian wars. Its people were driven away and their homes left desolate. Its inhabitants were always a hardy, industrious race, mostly seafaring men and farmers. Its soil is good, and now the principal agricultural industry is market gardening. One of the most prominent of the older citizens was Col. Ezekiel Cushing, who died in 1763, aged 67. He lived at what is now called Simonton's Cove and carried on there a large commercial

business. His second wife was a daughter of Dominicus Jordan. His descendants over the country are numerous.

Cape Elizabeth has always been a very attractive summer resort. Before the advent of hotels and summer boarding houses its old, plain farm houses along the seaside in the summer months accommodated summer boarders. Since its capabilities in that direction have increased and its natural beauties have begun to be appreciated, summer visitors, campers, and cottage residents are constantly increasing. Its situation on the sea, its rock bound coasts,—a barrier to the Atlantic waves—its many coves and quiet retreats, its beaches and pleasant drives make it the most attractive of any of the suburbs of Portland. Portland's residents with those from other cities are constantly buying land and building cottages.

Its permanent population is increasing. South Portland, formerly Ferry Village, opposite Portland, is growing to be a village of great importance. Two steam ferry lines give speedy communication with the city. Willard, near Simonton's Cove, is a village occupied largely by those who do business on the great deep. In the summer many visitors are entertained in private boarding houses. Knightville and Turner's Island are villages of importance. Ligon Iron Works and other industries, sustain quite a population.

The two principal hotels for summer visitors are the Cape Cottage, four miles from Portland, near Portland Light, kept by B. C. Gibson, and the Ocean House at Bowery Beach, near the Cape Lights, nine miles from the city, D. E. Dresser, proprietor.

One of the clubs of Portland that annually visit the shores of Cape Elizabeth is "The Veteran Cutter Association and Propeller Club," organized as a social, musical and fishing club August 5, 1845. Since that time, it has never failed, "rain or shine," to celebrate its anniversary on the first Tuesday of August at the sea shore. They have erected a beautiful commodious cottage at Long Point, beyond Pond Cove, which is at the disposal of the members for their private use when

not occupied by the club on their regular excursion days or anniversary. The officers are Edward P. Staples, Commissary; Convers O. Leach, Secretary.

PLEASURE DRIVES.

Cape Elizabeth has good roads and many beautiful drives. One of the finest is that by the shore road round the Cape and on to Prouts Neck. In early days this was the route to Boston when travelers on horseback kept along the shore, crossing the mouths of the rivers by ferries. Crossing Portland Bridge we have a fine view of the harbor, wharves, shipping and the islands down the bay. On the right at the end of the bridge is the Portland Dry Dock, one of the largest in the United States. Passing through the village of Knightville and taking the left hand road past the school house, we find ourselves ascending Meeting House Hill, the highest land in the town, the summit of which commands a fine view of Portland and the surrounding country. Here is the North Congregational Church, which occupies the site of the first meeting house, built in 1734. The graveyard adjoining contains the graves of the fathers of the town. Riding on to the left we come into the road bordering on the entrance to the harbor and in view of the islands of Casco Bay. Fort Preble and Simonton's Cove with its fishing boats, and the village of Willard at the head of the cove are on the left. Cushing's Island is opposite and here is a fine view of the entrance to the harbor, passing vessels and steamers, and the outer islands. Coming back to the main road we drive on and pass some fine summer cottages which skirt along the shore between Willard and Pond Cove belonging to Philip H. Brown, George S. Hunt, George F. Morse, Henry and Prentiss Loring, Henry St John Smith, William H. Clifford, Charles F. Libby, William P. Goss, Charles A. Brown, E. B. Dennison, F. M. Houghton, A. L. Millett and others. A short distance beyond we come to the entrance to Cape Cottage, a sea side hotel and one of the finest situations on the cape. Adjoining it is the square stone house of the late

Col. John Goddard. Near by is the new battery on Portland Head. This point is at the entrance to the ship channel.

On a bold promontory which runs off into the sea is situated Portland Light. In storms the sea rolls magnificently over the rocks, throwing the spray as high as the top of the Light. Parties, after a heavy gale, drive out here to witness the magnificent spectacle. It is dangerous to go too near as a few years since two coachmen who had driven parties out were swept away by an overwhelming wave and perished. We now come to Pond Cove, and the land adjoining it on the road over which we have passed is being largely built upon for summer cottages. A further ride of a few miles beyond Pond Cove the road leaves the shore and turns to the west through some of the farming portion of the town, by old homes and green fields. A drive of a few miles brings us to the road leading to the Cape Lights, known as the Two Lights. These light-houses are built of iron, painted brown, fifty-three feet high, one hundred and forty-three feet above the level of the sea. One of the towers shows a revolving light and one a fixed light. There is also a fog signal, and near by is the life-saving station established in 1887. A splendid view of the ocean is had from this point. Five hundred sail of vessels in sight have been counted at one time from the top of these towers. This is a favorite place for picnic parties from the city, who drive out here in carriages and pleasure wagons and enjoy feasting on fresh cunners caught from the rocks. Arrangements can be made for the care of horses. A short distance from here and by a return to the main road we come to the Ocean House, a large hotel by the shores of a cove that is opposite Richmond's Island. This house is finely kept by D. E. Dresser. It will accommodate one hundred and fifty boarders and is well patronized by American and Canadian families. Returning to the road from the Ocean House we drive on having fine views of the ocean and Richmond's Island, and in a few miles cross the Spurwink River and come to the Spurwink House, a favorite resort for gunners and fishermen, as in the season game abounds

and good fishing is to be had here. We next come to Higgin's Beach, Scarboro Beach and Prout's Neck. These places are all described in the article on Scarboro.

Another fine drive from Portland to this vicinity is to continue on direct to the junction of the three roads near the F. W. Baptist Church instead of going up Meeting House Hill from Knightville. There the right hand road continues on to Spurwink corner and on the former route to Prout's Neck, and the left hand road goes to the Ocean House, Cape Lights, etc., connecting with the previous road at the school house at the top of the hill.

SCARBOROUGH.

BY AUGUSTUS F. MOULTON.

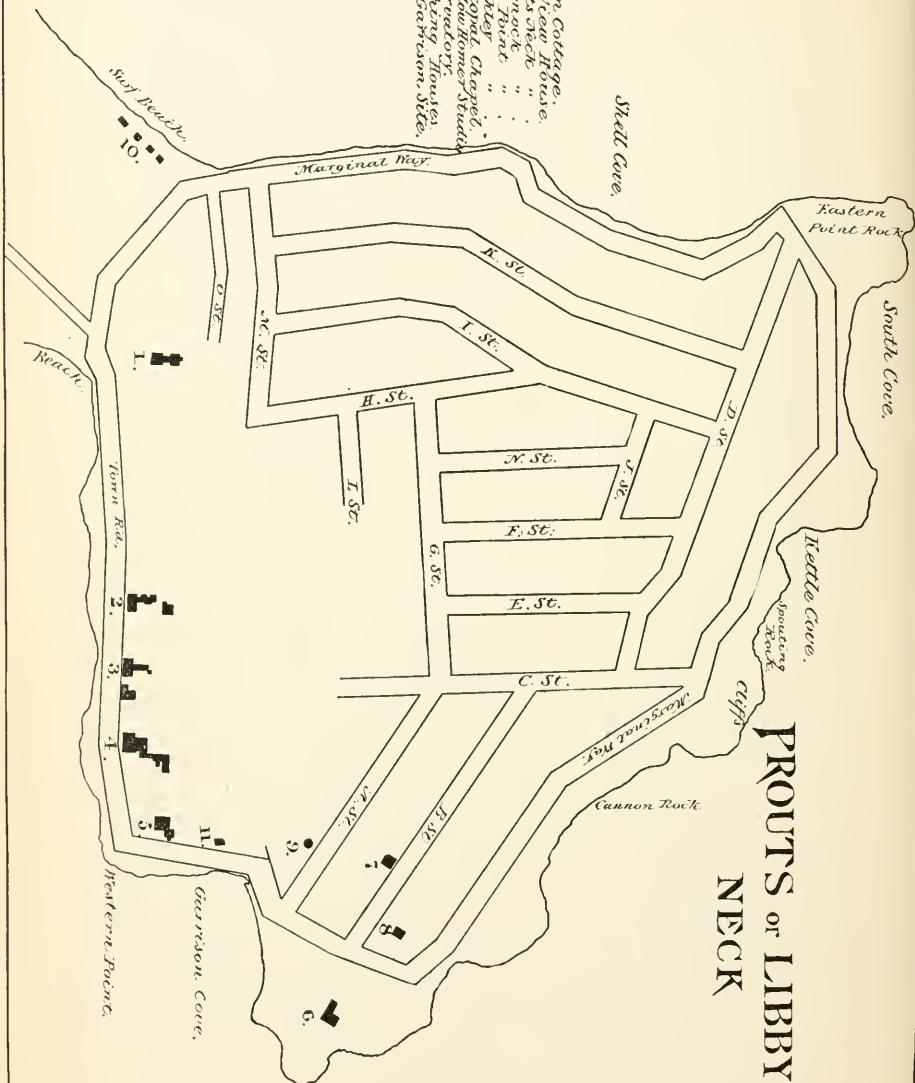
Scarborough, a town somewhat hilly in the interior, has a shore frontage of about six miles extending from the Spurwink river, which separates it from Cape Elizabeth on the east to the Old Orchard line on the west. Its principal places of summer resort are Higgins Beach, Scarborough Beach, Prouts Neck and Pine Point. Access to the three first named places is had by coaches from Scarboro Beach station on Western Division, Boston & Maine Railroad, or from Scarboro (Oak Hill) station on the Eastern Division.

Higgins Beach has a numerous summer colony of cottages. Near by on the western bank of the Spurwink George Mitchell has a picnic grove. The Spurwink clam bakes are famous, and this is a place of pilgrimage for those who wish to partake of the "succulent Scarboro clam" upon its own domain.

At Scarboro Beach are the Atlantic House kept by S. B. Gunnison and the Kirkwood kept by Otis Kaler. Both of these are large and well appointed hotels. The grounds are extensive, with shady groves in rear and fine hard beaches in front. It is patronized largely by people from the Western and Middle States who come here for a couple of months of leisure and recreation. Apart from the natural beauties of the place it has many points of historical interest. This region was the old town of "Black Poynt" and began to be settled

PROUTS or LIBBY'S NECK

1. Ocean Cottage.
2. Sea View House.
3. Prouts Neck " "
4. Gunrock " "
5. West House " "
6. West House " "
7. West House " "
8. West House " "
9. West House " "
10. West House " "
11. Old Garrison Site.



soon after the landing at Plymouth. A short distance toward the west, between "Moor's Brook" and "Massacre Pond," can be seen the outlines of the old fort built under Scottow's direction in 1681 for better defence against the Indians than could be afforded by the scattered "garrison houses." The pond near by was originally called the Great Pond. Near its western end in 1713 two hundred Indians lying in ambush suddenly fell upon Richard Hunniwell, the celebrated Indian Killer, and nineteen companions who were passing, unsuspecting and unarmed. The whole company with a single exception were slain, and since then it has borne its present name of "Massacre Pond." Before this time, in 1677, near Winnock's Neck, some two miles away, Capt. Benj. Sweet fought one of the bloodiest of all the colonist's battles with the Indians. Taken by surprise and overwhelmed by numbers, the commander and two-thirds of his force fell in the desperate and unsuccessful struggle.

Prouts or Libbys Neck about a mile from Scarborough Beach is one of the most beautiful places on the beautiful coast of Maine. The Checkely House is the largest hotel there with the West Point second. Guests find good accommodations at the Ocean Cottage of J. M. Kaler and the boarding houses of Eben Seavey, Phebe Libby and others. People from Philadelphia, Brooklyn, Boston and elsewhere have built fine cottages here. Winslow Homer, the well-known New York artist, has his summer studio at Prouts and Old Trinity has there built an Episcopal chapel.

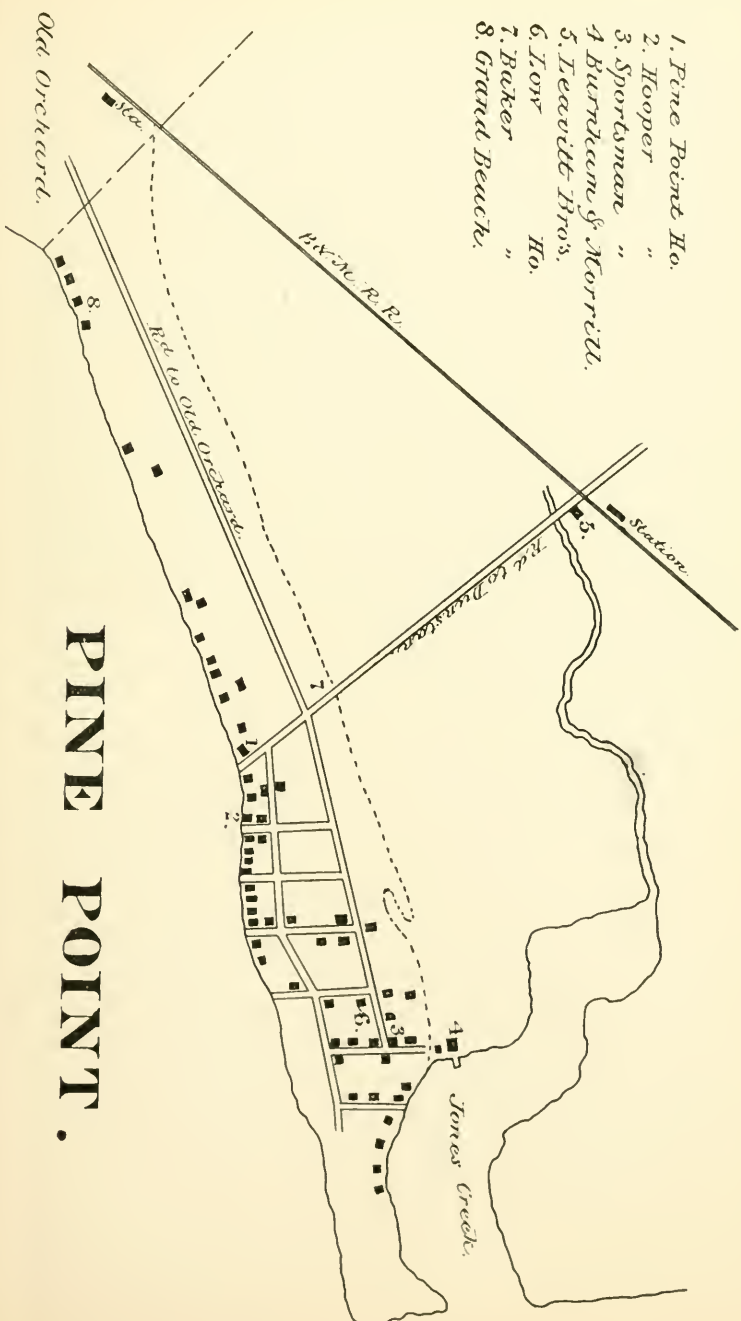
The Neck is one of the historic places of this coast. Thomas Canmoock, nephew of the Earl of Warwick, obtained it by grant from the council of Plymouth Nov. 1, 1631. It has subsequently been owned by Henry Jocelyn, Alexander Kirkwood, the Prouts and the Libbys. The old garrison stood upon the bank between the West Point and Checkely Houses. This little fort withstood several noted sieges. In 1676 it was assailed by Mogg Heigon, Whittier's Mogg Megone, and while the mild commander "grey Jocelyn" was parleying with Mogg, the settlers thinking their commander meant to surrender took

to their boats and left both fort and Jocelyn in the hands of the foe. The next winter Mogg made peace and gave up the fort, but in May he was back again with war paint on. In the assault then made he was himself killed. Recently Indian remains have been found near "the willows" arranged in a circle around one, doubtless a chief, adorned with copper breast-plate and festoons of beads and wampum. These remains are thought to be those of Mogg and his warriors who fell in that attack. The place where the Indians dug into the bank in an attempt to undermine the fort is still plainly to be seen. This was in 1703. The besieging force consisted of about five hundred Indians with French allies led by one Beaubasin a Frenchman. The defenders were only eight in number under Capt. John Larrabee. Charles Pine, the Indian Fighter, was also there and each one of the defenders was a host. A heavy rain caused the top of the mine to fall and the Indians disheartened withdrew and left the brave little garrison unharmed.

Pine Point is the eastern extremity of the wonderful beach that extends in crescent curve from Scarborough river to Saco river. It is convenient of access from the Pine Point station on the Western Division of the Boston & Maine Railroad. Here is a settlement of red roofed and gaily painted summer cottages with a considerable number of permanent residences. Mrs. Rose Hooper keeps a choice boarding house. The Pine Point House of M. F. Milliken offers stabling and entertainment. I. W. Pillsbury keeps the Sportsman's House a choice resort for gunners and excursion parties. The beach toward Old Orchard has lately been christened Grand Beach, and the pleasant settlement there has a summer railroad station of its own. Pine Point with the ocean in front, the river in rear and shady trees between has a variety of attractions.

This Point was the home in the early days of Charles Pine the hunter and Indian fighter and should properly be called Pine's Point. On the opposite beach he shot the Indian who was dancing and insulting the distant garrison. Up the river

1. Pine Point Ho.
2. Hooper "
3. Sportsman "
4. Burdick & Morrill.
5. Leavitt Bros.
6. Low Ho.
7. Baker "
8. Grand Beach.



PINE POINT.

near Winnock's Neck he killed two Indians, at a single shot, on each occasion being alone against a score of savages.

Blue Point Hill just shoreward from Pine Point offers a view that is unsurpassed. Near by is Dunstan whose "landing," now almost deserted, is said to have excelled Portland in the days when lumber was the great staple of commerce. There by the great elm is still standing part of the house where William King, Maine's first governor, was born. Near by are the elm trees which mark the early home of Rufus King, United States minister to England, occupied later by Dr. Robert Southgate, the father of Eliza Southgate Bowne whose letters in *Scribner's Monthly* last year told of "A Girl's Life Eighty Years Ago." Farther inland rises Scottow's Hill and the Beech Ridges along the Nonsuch river banks, within whose shades when the yellow leaves of autumn have begun to fall is found "Paradise" with walks and walls of golden foliage.

DRIVES.

A pleasant drive from Portland to Scarboro Beaches and Prout's Neck is to cross Vaughan's Bridge and continue on to Oak Hill, thence turn to the left, crossing the Nonsuch and Libby rivers, to the beaches and Prout's Neck. The distance by this route from Portland is eleven miles.

OLD ORCHARD

J. C. M. FURBISH.

is in Saco Bay one hundred miles east from Boston and fifteen miles west from Portland on the line of the Boston & Maine Railroad. The bay extends into the land about three miles. The central portion is called Old Orchard Beach. From Goose Fair Brook to the Saco River, which was formerly known as Ferry Beach, is now called West Old Orchard and Bay View; but the whole shore is known as Old Orchard, from the Saco to the Dunstan River, and has a continuous, level, hard sand beach for six miles, with a breadth at low water of over three hundred feet. This now famed sea-side resort was

first settled in 1633 by Richard Bonython. In the summer of 1638 Thomas Rogers came here and built farm buildings and planted an orchard. This orchard was on the land now occupied by the Old Orchard House. It remained for more than a century and so the place was known by the name of Old Orchard. Owing to the long continuance of Indian wars the settlement did not thrive, but after peace was established new settlers arrived and many valuable farms were cultivated.

Old Orchard was formerly a suburb of Saco. In 1883 it was made a separate town and now has a permanent population of over eight hundred people. The first settlers for miles around were in the habit of coming to this beach annually on the 26th of June to bathe, as the waters were thought to be "troubled" and whoever went into the water would be healed. This day is now kept as a holiday and is the opening day of the season. In 1820 Mr. William Scammon, a grandson of Rev. John Fairfield first minister of Saco, moved to Old Orchard and opened the Fairfield residence for transient guests. This house was the first public house opened and was situated on the site of the Old Orchard House. It has been moved down near the beach, is over 100 years old and is known as Camp Comfort. Ned Clemmens, familiarly known to the earlier visitors as the hermit, came here in 1851 and built a small cottage on the beach near the lot now occupied by the Sea Shore House. He called it the "Old Orchard Retreat," and furnished pleasure parties for several summers with clam chowder and fish dinners; he also furnished bathing suits to his guests. This was the first restaurant on the beach.

In the year 1837 several persons requested Mr. E. C. Staples to take them into his farm house and provide them with board during the summer. Mr. Staples' guests so increased that he made additions to his buildings until he had a large hotel with accommodations for three hundred boarders. It was destroyed by fire July 21, 1875. The present elegant hotel was erected in 1876 and has accommodations for five hundred guests. There are now over thirty hotels and many boarding houses which

have been built since the opening of the Boston and Maine Railroad in 1873.

Old Orchard is destined to be the most popular sea-side resort in America. Its beach is unsurpassed and there is no dangerous undertow and no quicksand. The water is much warmer than at many other summer resorts owing to the large expanse of beach where the sun has heated the sand at low tide.

Besides the advantages that are admitted to be unequalled by the possession of such a magnificent beach, Old Orchard has many more natural attractions which have been instrumental in making it one of the most fashionable and best patronized summer resorts. There are many beautiful places of historic and romantic interest to visit in its immediate vicinity.

Fern Park, one-quarter of a mile from the station, is one of the most delightful groves of pines in New England. This park was laid out under the immediate supervision of Mr. Albert H. Bull, who was a regular visitor at the Old Orchard House for seventeen years. Mr. E. C. Staples is now proprietor of the park and takes great pride in keeping the walks and avenues in good condition. The cascade two and one-half miles distant is well worth a visit, and is much frequented by all lovers of grand natural scenery. Ferry Beach Park distant one and one half miles, is a magnificent park of ninety acres.

A great deal has been done by the Boston & Maine Railroad to attract tourists and excursion parties.

One of the most delightful ways of passing a day is to take a trip on the Orchard Beach Railroad to the Saco River and take the steamer S. E. Spring for Biddeford Pool. On the trip one has fine views of the grand old ocean, and enjoys cool, refreshing breezes in the hottest weather. There is also a lovely drive to Pine Point two and a half miles distant, either by carriage road or beach.

The grounds of the Methodist Camp Meeting Association, situated in a grand grove of stately pines in the highlands one-third of a mile from the post-office, are tastefully laid out and

neatly kept. Their auditorium has a seating capacity of 7,500. Several camp meetings are held during the summer.

At Ocean Park, distant one mile and a quarter, the Free Baptists have their annual camp meetings. They have purchased a large grove, laid out avenues and streets, erected a very fine octagonal shaped temple and built many fine cottages in this beautiful grove. Their camp meetings are held in August and continue twenty-three days. The Beach Railroad stops at this station each trip to leave or take passengers.

Facilities are given for yachting or deep sea fishing by commodious and staunch yachts that are ready at any time to take out parties.

Since Old Orchard became incorporated as a town a perfect system of sewerage has been established. The Old Orchard Water Company have laid seven miles of iron piping through the principal avenues and streets and are now supplying the hotels and other buildings with clear water.

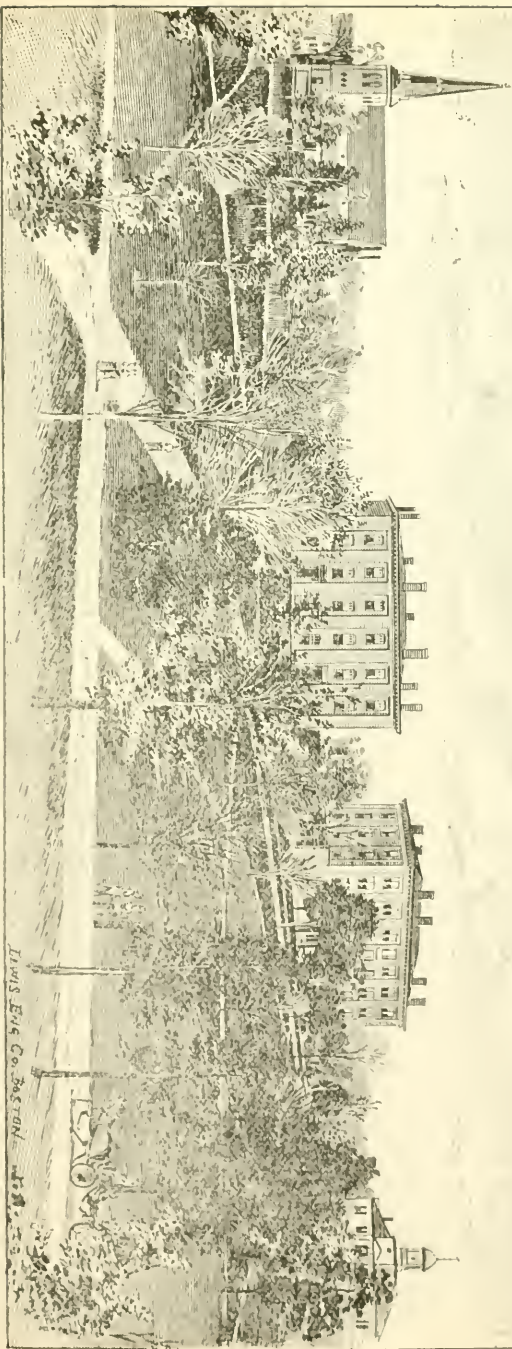
There is an organized fire department with a steam fire engine and an ample supply of hose.

Grand Avenue is now laid out from Ocean Park to the Scarboro line and is a most desirable thoroughfare through the entire length of the town.

The Boston & Maine Railroad Company have had a delightful park laid out in front of their station, with a handsome iron fence around it, and are making many other improvements in and around their station which will be of great benefit and convenience to citizens and tourists.

The Biddeford, Saco & Old Orchard Horse Railroad Company expect to have their road in operation by July 1st.

Sunday Services. The Episcopalians have a fine chapel, "St. John's by the Sea," situated near the Old Orchard House. The Adventists have a meeting house a few rods distant. The Methodists have services in their church edifice when not holding meetings in the grove. The Free Will Baptists hold meetings in their temple at Ocean Park. During the season Roman Catholic services are held at Porter's Hall.



WESTBROOK SEMINARY, DEDDING.

Lewis & Co. Boston.

DEERING.

Adjoining Portland and connected with it by two bridges and several roads is the town of Deering, so named for a prominent family that long resided there. Deering is a part of the old town of Westbrook, from which it was set off in 1870, and was originally a part of Falmouth. It contains ten villages named as follows: Deering Point, Oak Dale, Woodfords, Deering Center, Morrill's Corner, Allen's Corner, Lunt's Corner, East Deering, Stroudwater and Libby's Corner. The town has a population of over 5,000. It has a good school system, including a high school, and seven churches, viz: three Congregational, one Methodist, one Universalist, one Roman Catholic, one Friends; one institute, Westbrook Seminary, which is under the direction of the Universalist denomination. Communications are furnished by the Grand Trunk, Maine Central, Portland & Rochester, Portland & Ogdensburg Railroads. Two lines of horse-cars, one from Portland to Morrill's Corner, three miles, and a branch line extending from Woodfords to Lunt's Corner, one mile, give frequent communication with the city.

Some very fine drives are to be had in this town. One is to go out of Portland over Back Cove Bridge round the cove by Ocean street and back to the city over Deering Bridge, a ride of about four miles, and a fine view of the city and its suburbs is obtained. Another pleasure route is by carriages or horse-cars from the head of Preble street. Passing through Portland and Green streets and crossing the bridge we come to the village of Deering Point. This place is growing rapidly and has many handsome houses. Here are situated the works of the Portland Stone Ware Company, one of Portland's principal industries. The road that leads to the left over the hill passes by the old Deering mansion, which can be seen at a short distance and is now occupied by some of the members of that family. We next come to the village of Oak Dale, which has sprung up within a few years on part of the old Deering farm. The elegant mansion of Wm. W. Brown is to be seen off to the

right, the road to it leading through a grove of trees. Next adjoining is the residence of J. S. Ricker, situated in the middle of extensive grounds. The square, handsome mansion next beyond, surrounded by trees and shrubbery, is the former residence of the late Capt. J. B. Coyle. It is now kept as a summer boarding house, under the name of "Oaklawn." We now come to the principal village in the town, Woodfords, named for one of the old families who lived here. The Maine Central and Portland & Rochester Railroads have stations here. This village has many handsome houses and pleasant residences occupied mostly by those whose daily business is in Portland. Some of the old square houses with large chimneys are interesting relics of the past. Up Spring street a short distance is the Congregational church with a tall spire and fine bell. Following the line of the Horse Railroad we turn up Pleasant street opposite the M. C. Railroad station. On the corner is the new M. E. church, called the Clark Memorial Church. Pleasant street is lined on both sides with fine dwellings, abundant grounds and shady trees. At the head of the street is the village of Deering Center. Here are the two principal school-houses of the town, Grammar and High Schools. We are now on what was formerly named Stevens' Plains. A short distance beyond we come to Smith's woods, a grove of some thirty acres, in which was situated the unique mansion of the late F. O. J. Smith. This property is now owned by James P. Baxter. The old house has been removed, trees cut down, streets laid out and houses built. A portion of the northern part of the estate has been sold to the Roman Catholics, who have built a wooden chapel and two large brick buildings called St. Joseph's Home for Aged and Convalescent women. At the left we come to Evergreen Cemetery, Portland's principal suburban place of burial. (See page 47).

The broad avenue over which we pass is shaded with maples and elms, and has graveled side walks bordered with old fashioned wooden houses as well as those of modern style. The principal ornament is All Soul's Church, Universalist, of



VIEW IN EVERGREEN CEMETERY.

the gothic style, built in 1867. Adjoining the church are the extensive grounds of the Westbrook Seminary.

A short distance beyond is a neat wooden church built in 1887, named the Free Church. Driving further on we reach the end of the horse railroad line at Morrill's Corner which is a thriving village three miles from Portland. Here one road branches off to Allen's Corner and Presumpscot Falls in Falmouth and the main road continues on to Pride's Bridge, Windham, etc.

A very fine drive from here is to continue on the Windham road, cross the Presumpscot at Pride's Bridge, thence to the foot of Duck Pond, along by the road on the right that skirts its shores and up over the steep ascent to the high land called Blackstrap Hill. This is the highest land in the vicinity of Portland and from it you obtain fine views of Portland, the Islands, the Sea, Casco Bay, Cumberland, Yarmouth and other villages, and when it is clear the White Mountain range is distinctly visible. Returning you descend the hill through a beautiful grove of pine trees, the aromatic odors of which fill the air. At the foot of the hill we come to the village of West Falmouth. From here, if you wish to prolong your drive, you can continue on to Cumberland Center and Yarmouth and by the shore road (Falmouth Foreside) into Portland. Or from West Falmouth there are two or three other roads leading to the city. We consider this drive to Blackstrap as one of the finest rides about Portland and one which would be greatly enjoyed by visitors.

Another fine drive in Deering is to go out to Libby's corner at the west end of the city, thence to Stroudwater village, cross the bridge and turning to the left go up the hill and continue on the road by the Reform School to the Scarboro road and so back to the city by Vaughan's Bridge. Just beyond Stroudwater is an interesting old building known as the "Broad Tavern." This tavern was built in 1786 when all travel to and from Portsmouth and Boston passed by its doors. It was for years the principal place of entertainment for sleigh ride

parties out of Portland. The old house contains many relics of furniture and old ware which it would be interesting to stop and examine.

FALMOUTH.

The town of Falmouth adjoins Deering on the east. This name was originally given to the territory now included in five towns, viz: Cape Elizabeth, Portland, Deering, Westbrook and Falmouth. Town after town was set off, so that of the original territory but this small town, bearing the original name, remains. It is mainly an agricultural town fronting on Casco Bay. Its ancient history is that of old Falmouth.

It is getting to be a place of importance as a summer resort. That portion of the town which adjoins the sea-side has numerous advantages in this direction which are beginning to be appreciated. Its shores and coves are being sought out by those who enjoy fine scenery and cool breezes.

A very beautiful drive is over what is called the Falmouth Foreside road to Cumberland, Yarmouth, etc. Starting from Portland we pass along Washington street, not the most attractive portion of the city. At the left the view of Back Cove, Deering and the villages and farms about Portland is pleasing. We cross Back Cove Bridge and come to the village of East Deering which was formerly a place actively engaged in ship building. That having declined, it is now an attractive place of residence for those doing business in the city. An omnibus makes frequent daily trips to and from Portland. Turning the Verandah road (so called), on the right we pass many fine residences and cross the over-head bridge of the Grand Trunk Railroad which has a station here. Soon we come to the U. S. Marine Hospital, a finely proportioned building of stone and brick situated on a high site which overlooks the city, harbor, islands and bay. The grounds about are very attractive and furnish ample space for the recreation of the hospital inmates. The Martin's Point Bridge here spans the entrance of Presumpscot Bay, connecting the two opposite shores. On the Falmouth side of the bridge is

the territory first settled by Arthur Mackworth in 1632, who built a house on this point. This tract of land, five hundred acres, and the island opposite was granted to him by Sir F. Gorges. He was a prominent man serving as a magistrate for many years. A short distance from here we ascend a hill on the slope of which is the old Falmouth burial ground where rest the remains of many of the ancient settlers. From the top of the hill and along the road which runs on the ridge a short distance from the shore, we have many beautiful views. Off the point that we have just passed is Mackworth's Island, a little beyond are two islands called the "The Brothers" and on the point of land opposite is the site of the fort erected about ten years after the destruction of Falmouth Neck and Fort Loyal in 1690. At this fort in 1703 a conference was held by Gov. Dudley with representative chiefs of various Indian tribes, who came well armed and gaily painted. They were accompanied by about two hundred and sixty-five warriors in sixty-five canoes. In 1703 the fort was attacked by five hundred French and Indians and came very near being captured, when it was relieved by an armed provincial vessel whose shot scattered the Indian canoes and compelled the enemy to retreat. This fort was demolished in 1716. On the point where this fort was situated is the summer residence of Judge Goddard, and farther up the cove is the fine mansion of John Marshall Brown. Crossing Mill Creek, on which is a tide mill which was first built in 1740, on the right a little retired from the road is the elegant estate, partly on the creek and partly on the bay, owned by J. Hopkins Smith. On it is an elegant summer mansion, unique and charming. The road way to it is winding, there is a rustic bridge and the lawn is fresh and smooth. Not far from the creek is the pretty home and grounds which have grown up under the care of Mrs. John W. Dana. We soon come to the village of New Casco, which is on the old English model of one continuous street, lined with many comfortable and several superior houses besides a large hall used for public purposes. Directly you leave the village behind a view of Casco Bay

opens before you and extends through the islands to Harpswell and even to Freeport and Brunswick. The whole distance is dotted with lovely islands of every shape and size and many species of shubbery and trees unsurpassed by any in the lake regions of old England or New England. A short distance by a road to the shore brings us to the famous Underwood Spring, of which the following is a brief history.

The earlier Voyagers to the coast of Maine found a portion of the shores of Casco Bay guarded by a small remnant of a tribe called the Sekokis, who maintained a permanent camp for the possession and protection of a Spring that they considered their dearest heritage.

Weymouth mentions in the journal of his voyages that he was permitted to fill his water casks from it.

Marked and material testimony of the value these aborgines placed upon its waters, are the relics of their occupancy that are found in the immediate vicinity, principally in the great shell heap that they left, the antiquity of which is attested by the noble oaks that have grown to maturity on the soil that the elapse of centuries has formed on these pre-historic piles. Jonathan Underwood, a scion of the Underwoods of Dublin, was the first white settler that disputed with the Indians the right to the possession of their coveted Spring. They held on to it with tenacity, and as late as 1750 one of the sons of the original Maine Underwood was ambushed and slain under the trees that cover the shell heap. History has affixed the name Underwood to the Spring, the shell heap, the Cove that here indents the shores of the bay, and the Ledge that lies just off the shore, and has thus robbed the poor red men, even of the honor of handing down to fame the most remarkable natural curiosity that Maine can boast.

The Spring is without discoverable source, and with unvarying regularity—absolutely unaffected by either drought or freshet—delivers every twenty-four hours 200,000 gallons of the rarest and most valuable thing in nature, a chemically pure water.

The arms of the family to which this old despoiler of the

"Poor Indian" belonged, have become famous as the Trade Mark of the Corporation that are making an article of commerce out of the "Great Spirit's" free gift to the simple inhabitants of pre-historic Maine.

We now come to the dividing line between the towns of Falmouth and Cumberland originally part of North Yarmouth from which it was set off in 1821. Several of the finest sites at this point are the property of George Burnham and Almon A. Strout, whose buildings are extensive with grand out-looks. Mr. Burnham's house is on the road and Mr. Strout's nearer the shore where it is a prominent object of view from various points. As we drive along we come upon two houses built in the same style, one of which is now occupied by the widow of the late Capt. Ephraim Sturdivant, who in his day was the leading business and public man of the town.

Ascending a hill with a gentle rise, a panorama is unfolded disclosing, if it is a clear day, a view of several villages and a wide extent of country reaching to the White Mountains which often appear not more than twenty miles distant, though they are really seventy miles away in the northwest. Look seaward and Casco Bay lies spread out before you from Cape Elizabeth to Harpswell point, and enclosing over one hundred islands of fairest outline, most of them coming fast into the possession of summer visitors and sojourners. This hill is the only point on the road whence the White Mountains, Casco Bay and the Atlantic are all in plain sight at the same time. This grand outlook is easily secured by going to the top of the hill which is in the pasture at the right. Harry Brown used his brush with good effect a few years since in painting the outline of this hill at the foot of which on the shore of the bay, Rev. Dr. Dalton, rector of St. Stephen's, has a cottage where he passes the summer season. The western slope of the hill is owned and occupied by Mr. R. O. Conant, of Portland. From the Elms here to Yarmouth Village the road winds around another hill to the north, and all who have passed over it will agree in pronouncing it one of the most charming of all drives out of

Portland, and equal to any in the world. About half a mile east of the village we pass the summer residence of Mr. J. E. Gilman of Portland. The house was two generations ago the parsonage of the old church and was occupied by Mr. Gilman's grandfather who was for many years the pastor of the church.

YARMOUTH

is a part of the old town of North Yarmouth from which it was separated in 1849. North Yarmouth was first settled by William Royal in 1644. He purchased of Thomas Gorges the point of land on the east side of the river that bears his name, which was originally called by the Indian name "Westcustogo." The Royal family and other settlers were driven away by the Indians and the settlement abandoned. In 1684 President Danforth on behalf of Massachusetts granted the territory then called North Yarmouth to Jeremiah Dummer, Walter Gendall, John Royal and John York, trustees, for the benefit of the town. This included what are the present towns of Yarmouth, North Yarmouth, Freeport, Cumberland, Pownal, with some of the islands in Casco Bay.

But a small portion of the original territory is found in the present town of Yarmouth. There are two villages in the town, the upper and lower. Ship building has formerly been an important industry at the lower falls village, but that has entirely ceased and the ship yards have gone to decay. There are some manufacturing establishments, at the lower falls a cotton mill, and at the upper village a pulp and paper mill. The Grand Trunk and Maine Central Railroads have stations here.

Yarmouth is very pleasantly situated for a summer resort. Fronting on Casco Bay it has many fine locations for summer residences which command extensive views of the islands. Adjoining the main shore are Cousin's Island on which there is a good, comfortable hotel and boarding houses. Prince's Point on the E. side of Broad Cove has been laid out into cottage lots and a steamer makes daily trips there. Also the Freeport steamer stops daily at Cousin's and Littlejohn's

Islands. In the villages, upper and lower, board can be obtained at reasonable rates. On the whole Yarmouth has attractions sufficient to make it a very desirable summer resort.

FREEPORT.

At the lower village in Yarmouth the road crosses Royal's river and continues on to Freeport. A short distance beyond Cousin's River the road branches, the left hand road continuing on to Freeport village, and the right going to South Freeport.

The early history of Freeport is comprised in that of North Yarmouth from which it was set off in 1797. It was formerly called Harraseeket settlement. It suffered in the Indian wars and one of the most romantic stories of Chas. P. Isley in "Forest and Shore" is founded on one of the incidents of those times.

Freeport River is a large bay extending up from the sea. The village of South Freeport is near the mouth of the bay. It was formerly an important ship building place, but that industry has become paralyzed. There is now there a large packing establishment carried on by W. K. Lewis & Co. of Boston. South Freeport is a very pleasantly situated village for summer residents. Communication is had with Portland by steamers twice a day. There is no hotel here but there are many comfortable boarding houses at which board can be obtained at reasonable rates.

Freeport is mostly an agricultural town. Since its public spirited citizen, E. B. Mallett, Jr., has begun to invest capital for the benefit of the town and its citizens, there has been a boom in business matters. A large shoe factory has been built at Freeport Corner, which gives employment to a large number of its people. A hotel has been constructed and other improvements made and contemplated. Wolf's Neck, a point of land on Freeport River, has been laid out into cottage lots. The Maine Central Railroad has a station at Freeport Corner, which is fifteen miles from Portland. By the steamer the distance from South Freeport is thirteen miles.

BRUNSWICK.

The next town adjoining Freeport on the east and the last of those of which we will give any description, is the old college town of Brunswick, the seat of Maine's principal university of learning. Brunswick was settled as early as 1625-6, by Thomas Purchase. In 1632 he took from the council of Plymouth and also from the Indians, lands on both sides of the Androscoggin. The town suffered severely from the Indians. Fort George was built in 1715.

Brunswick is now one of the most important towns in the State. The village is located on a sandy plain. A wide street a mile long on which are situated houses and stores, extends from the college grounds to the Androscoggin river.

The college grounds are extensive and comprise old and modern buildings. This college has been famed for the eminent men who have graduated from it. Longfellow, President Pierce, Chief Justice Fuller, Sargent S. Prentiss, Nathaniel Hawthorne and many others who have obtained high distinction passed their collegiate life within its walls.

The Maine Central Railroad passes through this town. The distance from Portland is 22 miles.

That part of the town which is located on Casco bay has some fine summer residences. Mare Point which is on the east side of Maquoit Bay is delightfully situated. It has been laid out into lots and many cottages built there. Gen. Chamberlain and others have cottages built there.

The drives about Brunswick are very fine. The one down on Harpswell Neck to Potts' Point, twelve miles, along the high land of the Neck, gives very fine and extensive views of island scenery. Another fine drive is to cross the bridge to Great Island, which is the largest in Casco Bay, and on down to Cundiz Point having the New Meadows River and its beautiful islands on the east.

APPENDIX.

RICHMOND'S ISLAND of which mention is made on page 217, is one mile from the main land on Cape Elizabeth with which it is connected by a breakwater, forming a harbor of refuge for vessels. It is three miles in circumference and contains two hundred acres. Situated between Prout's neck and Cape Elizabeth it has one of the finest sea views on the whole coast, and affords many fine sites for summer residences. This island was in its early history a center of business under the Trelawney occupation. It was the resort of fishermen along the coast, who came here to exchange fish for other commodities; and from here shipments of fish, staves and beaver skins were made to Europe. The white settlers were often driven away by the Indians and their settlements destroyed. In May 1855 in ploughing up the soil on this island an earthen jug was turned up which contained a quantity of gold and silver coin, of the reigns of Elizabeth, James I and Charles I of England, which had been buried for two hundred years or more. This island was in the possession of the Jordan family for many years. It is now owned by Hugh J. Chisholm. On it is the old farm house and some summer cottages.

DIAMOND COVE—This famous Cove is one of the most attractive resorts anywhere in the vicinity of Portland. A century ago it was famed as a place where Portland's citizens were wont to go in old fashioned boats, and under the shadowy elms and wide spreading beeches, enjoy fish chowders and fried cunners fresh from their native element. This cove is at the N. E. end of Diamond Island and is reached by the Steamer Isis, which makes nine round trips a day.

LITTLE HOG OR DIAMOND ISLAND is connected with the main island by a sand bar, dry at low water. The west part of the island is high land and has on it many summer cottages, from which fine views of the harbor and ocean are to be had. Steamers make frequent stops at the landing. The Light House Department has a station and wharf here.

CAPE ELIZABETH.—A line of omnibuses has commenced running from

South Portland to Pond Cove eight trips a day each way connecting with the Ferry Boat Cornelia H.

FERRY LINES.—There are two Ferry lines between the city and South Portland, viz: The People's Ferry Co. from Long wharf, steamer Cornelia H., and the Portland and Cape Elizabeth Ferry Co. from Custom House wharf, steamer Josephine Hoey.

BASE BALL CLUB.—The schedule of games to be played by the N. E. League Clubs, as published on page 85, owing to the disbandment of the Portland Club has been withdrawn.

Among the moneyed institutions of the city should be mentioned The Portland Trust Co., No. 57 Exchange street and The Portland Safe Deposit Co., No. 87 Exchange street.

On page 13 line 2 should read "The site is now occupied &c."

On page 149 George B. Griffin should be Griffith.

On page 218 in line 26 county should read country.

On page 231 Oaklawn should be "Woodlawn."



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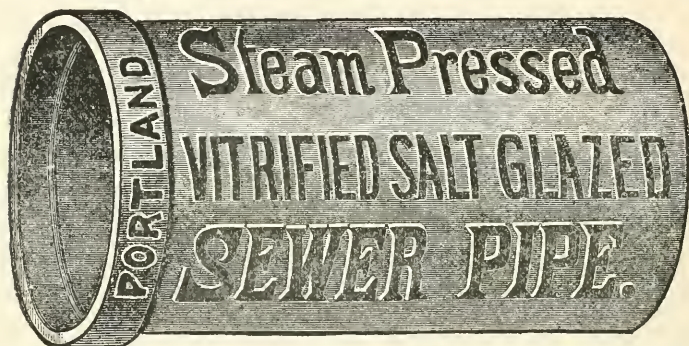
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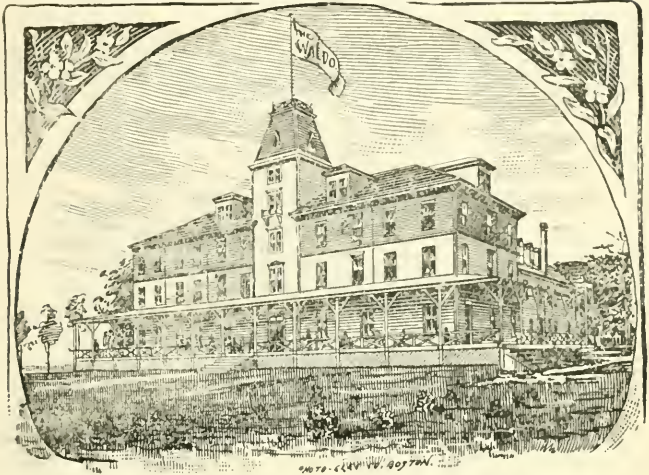
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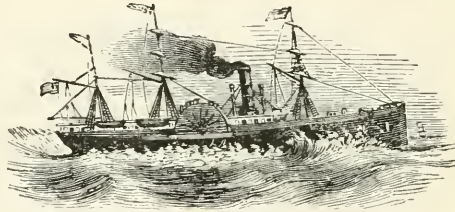
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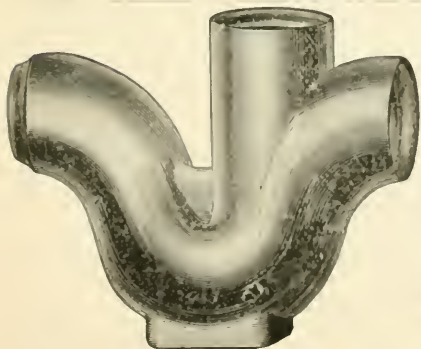
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On the 25th of June the Regular Summer Schedule will go into Effect, when train service will still further be increased, and the now famous

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SERVICE IN EFFECT JUNE 25th, 1888.

TO BAR HARBOR.

	Local.	Limited.	Express.	Night Express.
Leave Boston,	West. Div.	9.15 a. m.	8.30 a. m.	6.00 p. m.
via Boston & Maine R. R.	East. Div.	9.00 "	9.00 "	7.00 "
Leave Portland,	7.00 a. m.	12.15 p. m.	1.15 p. m.	11.30 "
Arrive Bangor,	11.50 "	3.40 "	5.20 "	5.30 a. m.
Leave Bangor,	1.30 p. m.	3.40 "	5.25 "	5.45 "
Arrive Bar Harbor,	4.10 "	5.50 "	7.45 "	8.15 "

FROM BAR HARBOR.

	Express.	Limited.	Flying Yankee.	Night Express.
Leave Bar Harbor,	5.50 a. m.	7.20 a. m.	10.30 a. m.	4.50 p. m.
Arrive Bangor,	8.25 "	9.30 "	1.15 p. m.	7.45 "
Leave Bangor,	8.30 "	9.30 "	1.40 "	8.00 "
Arrive Portland,	12.35 p. m.	12.45 p. m.	5.30 "	1.30 a. m.
Arrive Boston,	5.00 "	3.50 "	9.30 "	6.00 "

It will be seen that trains from Boston to Bar Harbor do not leave until after the arrival of trains from New York by Rail and Sound, and trains via Worcester, Nashua and Rochester Division of Boston & Maine connect with the Bar Harbor Express, but not the Limited. In returning from Bar Harbor the Limited will reach Boston in season for 4.30 train Boston to New York, arriving at 10.30 p. m., enabling a passage through from

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At the elegant new Union Station in Portland will be in charge of Mr. Albert C. Dam, formerly connected with the Union Square and Hotel-Dam, New York City, and it is safe to say will be all that can be desired.

For points in Frenchman's Bay, Sorrento, Winter Harbor, South Gouldsboro, Lamoine, Hancock Point, Sullivan, &c., Steamers will make trips at convenient hours, and for Seal Harbor, North East Harbor and So. West Harbor Steamers will connect, commencing early in June, with trains arriving at Bar Harbor in morning, and return in season for passengers to take night train, and will make trips Sundays during July and August.

If a water trip is preferred it should be made via the Portland, Mt. Desert & Machias Steamboat Co., of which line the

STEAMER CITY OF RICHMOND.

Capt. Wm. E. Dennison, leaves Portland every Tuesday and Friday, at 11 p. m., or on arrival of trains leaving Boston at 7.00 p. m., for Rockland, Castine, Sedgwick, (Sargentville), Deer Isle, South West Harbor, No. East Harbor, [From June 15th to Sept. 13th.] Bar Harbor, Millbridge, Jonesport and Machiasport, connecting at Rockland with steamers for Penobscot River Landings.

Passengers for Millbridge, Jonesport, and Machiasport can also procure tickets for 7.00 p. m. train from Boston on Tuesdays and Fridays, via all rail line to Bar Harbor, and take Steamer there.

Passengers by rail to Rockland take day trains and remain in Rockland over night, taking Steamer Wednesday and Saturday mornings.

State Rooms can be secured of Samuel Gray, Agent, 306 Washington Street, Boston, or on application to the General Passenger Agent at Portland.

RETURNING.—Leaves Machiasport every Monday and Thursday at 6.00 a. m., touching at Jonesport and Millbridge, and connecting at Bar Harbor with Maine Central Railroad, thence proceeding to Portland, leaving Bar Harbor at 11.30 a. m. via all landings; arriving in Portland to connect with early morning trains for Boston and the West.

TIME TABLE.

Going East.—Leave Portland 11.00 p. m., Rockland 6.00 a. m., Castine 8.00 a. m., Sargentville 9.00 a. m., Deer Isle 9.30 a. m., South West Harbor 12 noon, Bar Harbor 1.00 p. m., Millbridge 3.00 p. m., Jonesport 4.00 p. m., arrive at Machiasport 6.00 p. m.

Going West.—Leave Machiasport 6.00 a. m. Jonesport 7.30 a. m., Millbridge 9.00 a. m., Bar Harbor 11.30 a. m., South West Harbor 1.00 p. m., Deer Isle 3.00 p. m., Sargentville 3.30 p. m., Castine 4.45 p. m., Rockland 7.00 p. m., arrive at Portland 2.30 a. m.

Any other information cheerfully furnished on application.

NOTE.—A new edition of "Bar Harbor and Mount Desert Island," compiled by Dr. W. B. Lapham, of Augusta, will soon be ready for distribution. Parties desiring a copy can have same mailed to any address on application to this office, and enclosing four cents in stamps for postage.

Maine Central Railroad.

is the Great Thoroughfare of Maine, reaching all the principal cities and towns in the State, and is the connecting link between the United States and the Maritime Provinces. Its lines cross and in many places run along the banks of and lead to the headwaters of the Androscoggin, Kennebec, and Penobscot Rivers, and their great reservoirs,

Moosehead and the Rangeley Lakes,

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✠ MOUNT DESERT. ✠

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Tickets are procurable at all the principal ticket-offices throughout the country. Boston & Maine or Maine Central Folders give full particulars as to train-service, and for further information write the General Passenger Agent, at Portland.

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For particulars as to trains, connections etc., please consult time tables issued by P. & O. R. R. or address

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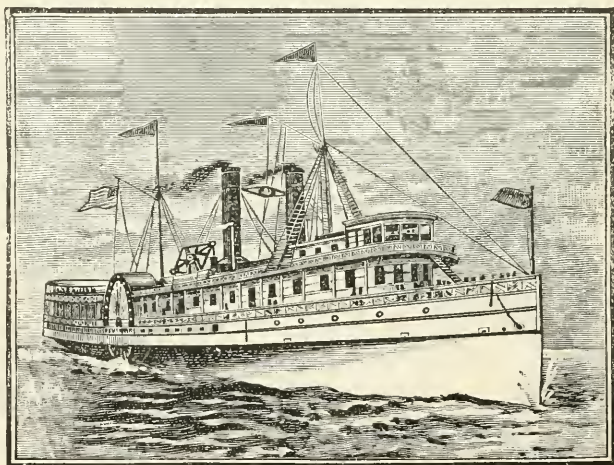
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